

Core Strategy

Interim Sustainability Statement

Options for Consideration Consultation
4th October – 24th December 2010



Prepared by Christchurch Borough Council and
East Dorset District Council as part of the Local Development Framework

October 2010

1 Introduction and background	2
2 Assessment methodology	3
3 Summary of findings	5
A Vision and Strategic Objectives	11
B The Key Strategy	51
C Christchurch and Highcliffe Centres	160
D Christchurch Urban Extension	192
E Bournemouth Airport	221
F Wimborne and Colehill Housing and Town Centre Options	272
G Corfe Mullen Housing and Centre Options	302
H Ferndown and West Parley Housing and Town Centre Options	308
I Verwood and West Moors Housing and Centre Options	331
J Managing the Natural Environment	365
K Creating High Quality and Distinctive Environments	395
L Meeting Local Needs	421
M Creating Prosperous Communities	477
N Transport and Accessibility	516

1 Introduction and background

1.1 This Interim Sustainability Statement provides an assessment of the Christchurch and East Dorset “Options for Consideration Document”. The statement is designed to support the debate on the key sustainability issues facing the area and provide a broad level impact assessment of options considered at this stage. It forms a second stage of the overall Sustainability Appraisal process for the emerging Local Development Framework. This statement should also be read in conjunction with the Sustainability Appraisal Scoping Report (2010) that has been produced to underpin the appraisal of the Local Development Framework.

1.2 The preparation of this Second Interim Sustainability Statement at this stage is not a formal requirement. However, guidance from central government⁽¹⁾ recommends that each stage of the preparation of Development Plan Documents is complimented by a Sustainability Appraisal. This will ensure that the final sustainability appraisal for each Development Plan Document is comprehensive and robust.

1.3 The Interim Sustainability Statement tests each option considered within the “Options for Consideration Document” against the sustainability objectives contained within Sustainability Appraisal Scoping Report (2010) to test whether emerging options reflect the principles of sustainable development.

1.4 The Sustainability Appraisal must also meet the requirements of the European Union’s Strategic Environmental Assessment Directive 2001/42/EC. The Strategic Environmental Assessment Directive requires authorities to look at the likely significant effects that plans and programmes, if implemented, will have on the environment. This includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects and secondary, cumulative and combined effects of issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage and landscape.

Sustainable Development and Sustainability Appraisal

1.5 Sustainable development is at the heart of the planning system. Central to sustainable development is the need to ensure a better quality of life for everyone, now and for future generations. In order to achieve this, a balance between environmental, social and economic considerations needs to be struck.

1.6 Under the *Planning and Compulsory Purchase Act 2004*, Local Planning Authorities are required to develop policies and plans which contribute to sustainable development. To this end Sustainability Appraisal is used to assess the likely social, economic and environmental impacts of particular plans and policies.

1.7 A Sustainability Appraisal of the plans and policies at the local level is mandatory under the *Planning and Compulsory Purchase Act 2004*. Development Plan Documents and Supplementary Planning Documents within the Local Development Framework will therefore be accompanied by a Sustainability Appraisal. This will be used as a way to predict whether the outcome of any given policy is consistent with the overall aim of delivering sustainable development.

1 Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents 2005 (ODPM)

The Christchurch and East Dorset Core Strategy

1.8 The Christchurch and East Dorset Local Development Frameworks will replace the existing Local Plans adopted in 2001 and 2002 respectively. The Local Development Framework will be used as the mechanism for guiding the location, type and scale of new development within the plan area over the next 20 years. The Core Strategy is a key Development Plan Document within the Local Development Framework. The Core Strategy will set out the overarching strategy that development will conform to. The Core Strategy will also identify broadly where new development will be directed consistent with the principles of sustainable development. Other documents produced as part of the Local Development Framework, such as site specific allocations and supplementary planning documents must be in accordance with the policies within the Core Strategy.

1.9 The Issues and Options Papers were the first stage in the production of the two documents. They identified issues facing the area and options that could be put forward to tackle these issues. The Councils consulted on their Core Strategy and Affordable Housing Issues and Options papers in 2008. These documents set out a range of topics and related evidence generating a number of spatial issues and possible options to address these issues. Each of these options was assessed against the 24 sustainability objectives then contained in the draft Scoping Report. The options were rated which provided an opportunity to see whether a particular option has a positive, negative or neutral impact in respect of the sustainability objectives. The findings are contained in the “Core strategy and Affordable Housing Development Plan Document, Issues and options Interim Sustainability Statement, 2008.

1.10 The information gathered from the consultation exercise on the Issues and Options Papers has been used in the preparation of Key Issues Papers which led to the development of Options which now form the “Options for Consideration” document which is the next stage in the preparation of the Core Strategy.

2 Assessment methodology

There are many stages to the production of a final Sustainability Appraisal. These stages are summarised below.

- **Stage A-** involves gathering information on the environmental, social and economic aspects of the plan area, identifying the main ‘sustainability issues’ and developing ‘sustainability objectives’ to deal with them.
- **Stage B-** involves comparing the options of plans developed as part of the Local Development Framework with the sustainability objectives developed as part of the sustainability appraisal. Alternatives and options to the plan are also developed at this stage.
- **Stage C-** involves identifying the effects of the plan; measures to make the most of benefits and reduce negative effects; and proposals for monitoring the plan. All work carried out up to this point is then set out in the sustainability appraisal report.
- **Stage D-** involves consultation of specific stakeholders and the general public.
- **Stage E-** is an ongoing process and involves assessing the performance of the plan and responding appropriately to any negative effects.

This stage of the process has been completed and an updated Sustainability Appraisal Scoping Report has been produced. Baseline information has been collected from a range of sources to provide a picture of the plan area and to provide the basis for monitoring the performance of future plans and policies.

From the baseline data, the Scoping Report provides a snap shot of the economic, social and environmental characteristics of the area. Using this information, the Scoping Report identifies a number of key sustainability issues which face the area and 12 sustainability objectives. These objectives will be used to assess the sustainability of future plans and policies and are contained within table 1.

This Sustainability Appraisal accompanies the “Options for Consultation “document and is available alongside it for consultation. The Core Strategy will be subject to a full sustainability appraisal when the next stage of document preparation is reached.

Sustainability Appraisal and the Core Strategy

As mentioned previously, the preparation of the Interim Sustainability Statement is not a formal requirement in the overall Sustainability Appraisal process. This Interim Sustainability Statement is therefore only intended to provide a brief overview of the implications of the Options and their relationship to sustainable development. The assessment of each option has enabled the identification of possible conflicts between a particular option and sustainability objectives. The Interim Sustainability Statement has aided in the assessment of options. This appraisal, combined with the previous one, will help to inform the final stage of the preparation of the Core strategy and its sustainability appraisal. The matters raised in this document will be taken into account in moving toward the final selection of policies.

Table 1 Sustainability Appraisal Objectives

SA Objective	Description
1	Protect, enhance and expand habitats and protected species (taking account of climate change), avoiding damage to designated wildlife and geological sites and protected species on which they depend.
2	Make sustainable use of resources.
3	Minimise pollution (including air, water, soil, noise, vibration and light).
4	Minimise factors contributing to climate change.
5	Provide access to meet people’s needs.
6	Provide a safe and secure environment (including coastal protection, major hazards eg blast zones, crime/fear of crime and flooding).
7	Create conditions to improve health, promoting healthy lifestyles, especially routine daily exercise and reducing health inequalities.
8	Help make suitable housing available and affordable for everyone.
9	Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities.

SA Objective	Description
10	Protect and enhance historic buildings, archaeological sites and other culturally important features.
11	Maintain and enhance local distinctiveness and create places, spaces, and buildings that work well, wear well and look well.
12	Facilitate a sustainable and growing economy for the district that creates economic and employment opportunity, as well as providing for vital and viable town centres.

Table 2.1

3 Summary of findings

Chapter 3: Vision and Strategic Objectives

3.1 The vision and strategic objectives provide the general overarching framework of which the options reflect. As a result there is a degree of uncertainty associated with the assessment as detailed impacts cannot easily be predicted. Specific matters that are of concern relate particularly to the impact of residential development on heathlands in the two districts. Additionally, there are concerns about the impact that employment and residential development might have in relation to the loss of undeveloped land.

Chapter 4: The Key Strategy

3.2 The appraisal shows that Option KS1 has a largely beneficial impact as it focuses development towards a hierarchy of settlements identified in relation to their accessibility to facilities, services and employment.

Chapter 5: Christchurch and Highcliffe Centres

3.3 Preferred Options CH1 and CH10, the Visions for the Christchurch and Highcliffe town centres have positive impacts on the objectives although, again, there are concerns over the possibility of increasing the use of the car. Improvements to public transport, cycling and walking will help to mitigate this and reduce the impacts on pollution and climate change.

3.4 Designating a town centre boundary for Christchurch in Preferred Option CH2 clarifies the focus for new development in a sustainable location, but this could attract visitors by car. Public transport, cycling and walking improvements will be carried out and these will mitigate this issue. There will be benefits to social cohesion, access to facilities and learning. This Option includes Stony Lane, The Gasworks site and Avon Trading Park within the town centre, giving the opportunity for inward investment. This Option has therefore a positive impact on the economy. Non Preferred Option CH3

does not include Stony Lane, the Gasworks site or Avon Trading Park and therefore the opportunities for investment are less. It also introduces an area to the south-west of the town centre which is in the High Flood Risk Zone which is not suitable for housing or significant retail/commercial development. This Option does therefore not score as positively.

3.5 Preferred Options CH4, CH6 and CH9 on resisting the loss of retail uses in shopping cores and on defining primary and secondary shopping frontages again record positive impacts, as they will encourage a diverse range of uses therefore enhancing the range of services and facilities available. In particular there will be benefits to social cohesion and access to facilities and learning and the economy. Non Preferred Options CH7 and CH8 which allow loss of retail uses in shopping cores will have a negative effect on the economy.

Chapter 6: Christchurch Urban Extension

3.6 Preferred Options UE1, UE2, UE3 and UE4 relating to the development of new homes at Roeshot Hill record positive scores on pollution, climate change and access as the site locations are good in relation to Christchurch and the services and facilities it provides. The proposals provide for houses which could make a significant contribution to affordable housing. However, the impact of building new homes in these locations may have an effect on the natural environment. The site for the urban extension is close to heathlands and its development relies on the provision of Suitable Alternative Natural Greenspace to divert human pressure away from the heaths.

3.7 Other sites which came forward through the Strategic Housing Land Availability Assessment have also been subject to a Sustainability Appraisal. This work does not appear in the Sustainability Appraisal Matrix.

Chapter 7: Bournemouth Airport

3.8 Development at the airport for a business park has a positive impact on some objectives such as the economy, access to learning and reuse of brownfield land. The options including Preferred Option BA1 and Alternative Preferred Option BA2 have potentially negative impacts on objectives relating to pollution and climate change. Measures to mitigate the effects of increasing road traffic on habitats will be needed. Preferred Option BA5 which limits the growth in line with environmental restrictions records positive scores on the objectives on climate change and pollution. Defining the limits of growth and mitigation will be important. The transport options BA6 - 7 put forward score either positively, or have uncertain impacts. Transport improvements identified in option BA8 may involve direct habitat loss of a European habitat which if pursued would need to be adequately compensated for.

Chapter 8: Wimborne Minster and Colehill New Neighbourhood and Town Centre Options

3.9 Preferred Options WMC1, WMC2, WMC3, WMC4 and WMC5 relating to the development of new homes at Wimborne record positive scores on pollution, climate change and access as the site locations are good in relation to the town and the services and facilities it provides. The proposals provide for houses which could make a significant contribution to affordable housing. However, the impact of building new homes in these locations may have an effect on the natural environment, but this is uncertain at present. Whilst the sites are further away from heathlands, their development nevertheless relies on the provision of Suitable Alternative Natural Greenspace to divert human pressure away from the heaths.

3.10 Options WMC6 and WMC8 concerning Wimborne Town Centre are generally assessed as being positive, particularly in relation to pollution, climate change, accessibility, helping with social cohesion and the economy. This contrasts with Option WMC7. Options WMC9 and WMC10 are also positive in relation to improving accessibility, helping social cohesion and supporting the economy, as well as helping with the historic environment and maintaining and enhancing local distinctiveness.

Chapter 9: Corfe Mullen New Neighbourhood Options

3.11 Options CM1, CM2 and CM3 relating to the development of new homes at Corfe Mullen record positive scores on pollution, climate change and access as the site locations are good in relation to the village and the services and facilities it provides. Option CM1 (land at Lockyers School) provides additional retail and community facilities. The proposals provide for houses which could make a significant contribution to affordable housing. However, the impact of building new homes in these locations may have an effect on the natural environment, but this is uncertain at present. The Options are close to heathlands and their development relies on the provision of Suitable Alternative Natural Greenspace to divert human pressure away from the heaths.

Chapter 10: Ferndown and West Parley New Neighbourhood and Town Centre Options

3.12 Options FWP1, FWP2, FWP3, FWP4 and Non Preferred Option FWP5 relating to the development of new homes at West Parley record positive scores on pollution, climate change and access as the site locations are good in relation to the village and the services and facilities it provides. The proposals provide for houses which could make a significant contribution to affordable housing. However, the impact of building new homes in these locations may have an effect on the natural environment, but this is uncertain at present. The Options are close to heathlands and their development relies on the provision of Suitable Alternative Natural Greenspace to divert human pressure away from the heaths. Non Preferred Option FWP5 would result in a large number of new homes and the Habitats Regulation assessment shows concerns over the impact of such a large population living close to the Parley Common Special Protection Area. The option would also result in a higher level of traffic growth which would impact on Parley Cross Roads, increasing the emissions levels and thus impacting on pollution and climate change. Improvements would need to be made to public transport, cycling and walking as well as to the cross roads themselves to mitigate against these effects.

3.13 Options FWP6 and FWP8 deal with Ferndown Town Centre. They are assessed as being positive in relation to pollution, climate change, accessibility, social cohesion, local distinctiveness and supporting the economy. This contrasts with Non Preferred Option FWP7.

Chapter 11 Verwood and West Moors New Neighbourhood and Town Centre Options

3.14 Options VM1, VM2, VM3 and VM4 relating to the development of new homes at Verwood record positive scores on pollution, climate change and access as the site locations are good in relation to the town and the services and facilities it provides. The proposals provide for houses which could make a significant contribution to affordable housing. However, the impact of building new homes in these locations may have an effect on the natural environment, but this is uncertain at present. The Options are close to heathlands and their development relies on the provision of Suitable Alternative Natural Greenspace to divert human pressure away from the heaths.

3.15 Options VWM5 and VWM6 relate to Verwood Town Centre and Options VWM8 and VWM9 relate to West Moors District Centre. All of these options are assessed as being positive in relation to pollution, climate change, accessibility, social cohesion and local distinctiveness and supporting the economy.

3.16 Option VWM7 proposes a new secondary school for Verwood. The option puts forward a greenfield location, so it is assessed as being negative in relation to objective 2 (make sustainable use of resources). However, it is positive in relation to pollution, climate change, accessibility, providing a safe and secure environment, social cohesion and local distinctiveness.

Chapter 12: Protecting the Natural Environment

3.17 Options ME1 to ME6 are assessed as being very positive for objectives 1, 2, 3, 5, 7 and 9. In similar fashion Options ME7 and ME8 relating to sustainable construction and energy efficiency are generally considered to be positive. However, the appraisal does identify concerns relating to the additional development costs associated with these options and this would impact on the economy.

3.18 Options ME10, ME11, ME12 and ME13 concern renewable energy provision. Options ME11 and ME12 show positive appraisal results for objective 1, 2, 3, 4, 8 and 11. However, they are negative in relation to the economy as they increase development costs. Option ME12 is equally positive although it does rely on financial contributions that would be used for off site renewable energy provision. Option ME13 is also generally positive, but results in some uncertainties as it purposefully does not prescribe the nature of energy generating technologies that should be used in development.

3.19 Options ME14 to ME17 concern flood risk. These are positive in providing a safe and secure environment. However, they are negative in relation to the ability to provide housing and for Option ME14 the economy, as it restricts the location of business premises.

Chapter 13: Creating High Quality and Distinctive Environments Sports and Leisure and Green Infrastructure

3.20 Preferred Options HE1, HE2, HE3, HE4, HE5 and HE6 to protect buildings of local historic and architectural interest restrict development in Conservation Areas and introduce design guidance all score positively against the objectives of protecting the historic environment, creating local distinctiveness and the economy. Options which do not introduce these degrees of protection record negative scores.

3.21 Options HE13 and HE14 deal with a green infrastructure strategy. These are both considered to be positive in relation to objectives 1, 5, 7 and 9, in contrast to business as usual without the options.

Chapter 14: Meeting Local Needs

3.22 Preferred Options LN1 and LN2 on housing size and mix have positive benefits on housing provision with accommodation being provided to meet the needs of communities and on the economy with accommodation being provided for the working age population.

3.23 The introduction of Living Space Standards in Preferred Option LN5 will have a positive benefit on health but there are concerns that the introduction of such standards will reduce the supply of new housing.

3.24 Preferred Option LN6 which sets out to maximise the density of development appropriate to a locality and introduces proposals for higher density developments on urban extension sites and new neighbourhood, town centres and on Prime Transport Corridors for example, records an equal scoring a site is felt at a reduction in housing numbers could occur. It however, has a positive score on access to facilities and learning, on the historic environment and local distinctiveness. Non Preferred Option LN7 which seeks to maximise densities and sets out density levels, whilst being positive on access to facilities and learning is equal on its impact on the historic environment and local distinctiveness as it is felt that conflict with these objectives could occur.

3.25 Preferred Option LN8 to set out criteria on sites for gypsies, travellers and travelling show people records positive benefits on Objectives such as access to meet needs, health and housing provision.

3.26 Setting targets for the development of affordable housing (Preferred Options LN9 and LN11) provide positive benefits to health and housing provision. Whilst the housing may provide for the local workforce, a high level of affordable housing contributions could reduce the scope for development to support infrastructure improvements.

3.27 Preferred option LN16 to allow affordable housing on land adjacent to defined settlements has positive benefits on health and housing as well as the economy.

3.28 Facilities to meet the needs of the population are provided by Preferred Option LN18 which has positive benefits on the sustainable use of resources, climate change and the economy. Its associated Preferred Option LN19, to provide facilities through developer contributions also has positive benefits and will ensure funds are available to support the provision of facilities.

Chapter 15: Creating Prosperous Communities

3.29 Preferred Option PC1 sets out an employment hierarchy for employment sites; this is to inform the location of higher order employment uses which offer skilled and well paid employment. This option records positive scores for the sustainable use of natural resources, access to learning, local distinctiveness and the economy.

3.30 Preferred Option PC2 considers alternative uses for employment land. This option again records positive scores, this time relating to the sustainable use of natural resources-the option helps to maintain brownfield sites required by the market in employment use, for housing where sites are not required by the market will be considered for housing use and for the economy as maintaining sites which are required by the market will help meet the needs of industry.

3.31 In contrast, Non Preferred Option PC3 which maintains all employment sites records an uncertain score for housing as it offers the flexibility of uses.

3.32 Options PC4 through to PC9 consider options for new employment land within East Dorset. The appraisal raises concerns for all of the options in relation to objective 4. However, they are all positive in relation to the economy (objective 12). Options PC5 and PC8 are affected by flood zones, so are appraised as negative for objective 6. Options PC4, PC6 and PC7 are well located in relation to the workforce and public transport. This makes these options positive for objective 5. In contrast options PC8 and PC9 are negative.

3.33 Preferred Option PC10 sets out specific business unit types on employment sites in Christchurch. Whilst this option has a positive impact on the economy, its effects on other objectives are uncertain, for example the option may create pressure on the transport network and thus increase emissions from vehicle trips. Mitigation measures may be required. The opposite Option, Non Preferred option PC11 has uncertain scores for objectives on natural environment, pollution, access and the economy. Preferred Option 1 would appear offer a better solution.

3.34 Preferred Option PC12 examines the range of uses to be met on the larger employment sites of Bournemouth Airport Business Park, Ferndown Industrial Estate (including land to the east) and the former BAE employment site. This option has positive benefits on the sustainable use of resources, the provision of access to employment and training and on the economy as it helps to address the land requirements of employment uses.

3.35 The two options, Preferred Option PC13 and Alternative Preferred Option PC14 setting out different policies on the rural economy and the re-use of buildings record uncertain scores in most cases. Whilst they score positively on the sustainable use of resources and the economy, the scores for minimising pollution and climate change, impact on the natural environment and local distinctiveness are uncertain. Scattered employment areas may increase the need to travel with resulting high levels of emissions.

3.36 Preferred Option PC15 protects local shopping areas so records positive scores on minimising pollution and access as retaining shops will reduce the need to travel. Preferred Option PC16 protects village shops, pubs and services and in a similar way is shown to be positive on minimising pollution and access as retaining shops will reduce the need to travel, as well as helping social cohesion and supporting the economy.

3.37 Whilst Preferred Option PC17 on tourism has an uncertain score on the natural environment-it sets out to protect such features whilst promoting tourism- other objectives have positive scores, such as the historic built environment and access.

Chapter 16: Transport and Accessibility

3.38 An option (Preferred Option TA1) which delivers highway and transport improvements through a tariff method of collection of developer contributions. As funding will be used to widen travel choice and provide alternatives to the car, emissions and pollution will be reduced. Access will be provided to meet people's needs and active travel will have benefits to health.

Appendix A Vision and Strategic Objectives

Core Strategy Objective 1 - To manage and safeguard the natural environment of Christchurch and East Dorset

Sustainability Objectives	The Green Belt will be managed and safeguarded except for strategic release for housing and employment land.	Impact on designated sites will be avoided, and heathland mitigation provided by housing.	New Greenspace provided by major housing proposals.	Important natural features will be protected.								
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)												
1) Protect, enhance and expand habitats and protected species.	Direct Effects (Short, medium, long term)											
	X	X	X	+	++	++	++	++	++	+	+	+
	The management of the Green Belt may also serve to protect wildlife habitats and species in certain locations. However some sites where new greenfield development is being considered also bring new development into closer proximity to sensitive habitats. Appropriate levels of mitigation will therefore need to be considered.	An interim strategy for heathland mitigation is already in place, but will need to be developed further through the Core Strategy. The Dorset Heaths are perhaps the areas most important wildlife habitat, and their protection is a significant objective.	The provision of suitable alternative natural greenspace is an important element in the strategy to reduce the impact of recreation on the heathlands.	Protection of natural features will also allow their potential as wildlife habitats to be retained.								

Core Strategy Options Interim Sustainability Statement

<p>Sustainability Objectives</p>	<p>The Green Belt will be managed and safeguarded except for strategic release for housing and employment land.</p>	<p>Impact on designated sites will be avoided, and heathland mitigation provided by housing.</p>	<p>New Greenspace provided by major housing proposals.</p>	<p>Important natural features will be protected.</p>						
<p>2) Make sustainable use of resources.</p>	<p>Direct Effects (Short, medium, long term)</p>									
	+	+	+							
<p>5) Provide access to meet people's need</p>	<p>Direct Effects (Short, medium, long term)</p>									
						X	X	+		
	<p>Managing and safeguarding the Green Belt except where development is required to meet local need, is an important way of ensuring that the majority of new development occurs in existing urban areas on brownfield sites.</p>				<p>Provision of suitable alternative natural Greenspace will help meet local recreational needs as well as mitigating recreational pressures on the heathlands.</p>					

Sustainability Objectives	The Green Belt will be managed and safeguarded except for strategic release for housing and employment land.	Impact on designated sites will be avoided, and heathland mitigation provided by housing.	New Greenspace provided by major housing proposals.	Important natural features will be protected.								
7) Create conditions to improve health, promoting healthy lifestyles	Secondary Effects (If relevant) (Short, medium, long term)											
							X	X	+			
							Provision of suitable alternative natural Greenspace will help meet local recreational needs as well as mitigating recreational pressures on the heathlands.					
8) Help make suitable housing available and affordable for everybody	Direct Effects (Short, medium, long term)											
	++	++	++	-	-	-	-	-	-			
	Allowing Green Belt release where it is appropriate in order to meet local housing needs will provide a source of well planned housing land and release pressure for redevelopment in urban areas.		Requirements for tariffs and SANG provision to mitigate impact on Heathland sites may impact upon the type and affordability of housing which can be provided in certain locations.		Requirements for tariffs and SANG provision to mitigate impact on Heathland sites may impact upon the type and affordability of housing which can be provided in certain locations.							
	Secondary Effects (If relevant) (Short, medium, long term)											
X	+	+										
Provision of new housing alongside certain settlements may help to												

Core Strategy Options Interim Sustainability Statement

<p>Sustainability Objectives</p>	<p>The Green Belt will be managed and safeguarded except for strategic release for housing and employment land.</p>	<p>Impact on designated sites will be avoided, and heathland mitigation provided by housing.</p>	<p>New Greenspace provided by major housing proposals.</p>	<p>Important natural features will be protected.</p>									
	<p>support existing and new services and facilities which in turn will help create sustainable settlements.</p>												
<p>11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well</p>	<p>Direct Effects (Short, medium, long term)</p>												
	<p>X</p>	<p>X</p>	<p>X</p>	<p>+</p>	<p>++</p>	<p>++</p>	<p>X</p>	<p>X</p>	<p>+</p>	<p>++</p>	<p>++</p>	<p>++</p>	
	<p>The Green Belt plays an important role in maintaining the character of settlements and the countryside around them. Green Belt release to meet local needs for housing and employment will therefore need to carefully consider impact on this character and sense of place.</p>	<p>The Dorset Heathlands are an integral part of the character of the local area, and their protection helps to maintain local distinctiveness.</p>	<p>Over time, new areas of Greenspace have the potential to contribute to a sense of place as well as having recreational value.</p>	<p>Protection of the natural features, e.g. harbour, rivers and habitats of the area helps to maintain local distinctiveness, and the character of settlements.</p>									
<p>12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.</p>	<p>Direct Effects (Short, medium, long term)</p>												
	<p>+</p>	<p>+</p>	<p>+</p>							<p>+</p>	<p>+</p>	<p>+</p>	
	<p>Provision of housing is important to sustain the demand of a local workforce. If housing becomes expensive or scarce the business will struggle to recruit.</p>			<p>The attractiveness of the local environment is likely to be a key driver for future economic growth, as businesses which are not tied to a specific location or customer base, will choose</p>									

<p>Sustainability Objectives</p>	<p>The Green Belt will be managed and safeguarded except for strategic release for housing and employment land.</p>	<p>Impact on designated sites will be avoided, and heathland mitigation provided by housing.</p>	<p>New Greenspace provided by major housing proposals.</p>	<p>Important natural features will be protected.</p>						
				<p>areas where their employees wish to live or locate to.</p>						
	<p>Cumulative / In- combination Effects (If relevant) (Short, medium long term)</p>									
									<p>++</p>	<p>++</p>
			<p>In combination with Core Strategy Objective 4 the protection of key natural features is also beneficial to the attractiveness of the area for tourism.</p>							
<p>Conclusions</p>	<p>Protection of designated sites is a requirement of law, but equally an important objective for the Core Strategy in order to protect features and habitats which contribute to the character of Christchurch and East Dorset. The objective scores positively against a range of SA objectives, although the contributions from housing toward Greenspace and heathland mitigation may impact upon housing provision and affordability in certain locations. Green Belt release also needs to be handled sensitively to ensure maintenance of local distinctiveness, and habitats protection.</p>									

Table A.1

Core Strategy Options Interim Sustainability Statement

Core Strategy Objective 2 - To maintain the character of the towns and villages, and to create vibrant local centres.

Sustainability Objectives	A clear hierarchy of centres will be developed.	Locally listed buildings will form part of heritage protection strategy.	Article 4 directions will be considered to protect conservation areas character.	Open space will be provided alongside residential development.			
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)							
1) Protect, enhance and expand habitats and protected species.	Direct Effects (Short, medium, long term)						
					+	+	+
					Provision of suitable quantity, quality and accessible open spaces in line with new residential development will help to relieve pressure from recreation on some sensitive habitats, particularly heathland.		
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)						
	X	+	+				
	The creation of a hierarchy of centres based on their functions and services allows development to be focused on centres which can accommodate it without the need for significant new infrastructure or resources. It also helps to create more sustainable patterns of travel and transport by facilitating the						

Sustainability Objectives	A clear hierarchy of centres will be developed.	Locally listed buildings will form part of heritage protection strategy.	Article 4 directions will be considered to protect conservation areas character.	Open space will be provided alongside residential development.
	use of public transport, walking and cycling to access the centres.			
	Secondary Effects (If relevant) (Short, medium, long term)			
				X + +
				Taking a more considered approach to open space provision related to improving quality and accessibility as well as simply quantity, will help to enhance the role of existing open spaces without the need for new sites to come forward in all cases.
4) Minimise factors contributing to climate change	Secondary Effects (If relevant) (Short, medium, long term)			
	X + +			
	The creation of a hierarchy of centres based on their functions and services allows development to be focused on centres which can accommodate it without the need for significant new infrastructure or resources. It also helps to create more sustainable patterns of travel and transport by facilitating the			

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	A clear hierarchy of centres will be developed.	Locally listed buildings will form part of heritage protection strategy.	Article 4 directions will be considered to protect conservation areas character.	Open space will be provided alongside residential development.								
	use of public transport, walking and cycling to access the centres. This has the additional benefit of helping to reduce carbon emissions from road traffic in the longer term.											
5) Provide access to meet people's need	Direct Effects (Short, medium, long term)											
	+	+	++							+	+	+
	The creation of a hierarchy of centres based on their functions and services allows development to be focused on centres which can accommodate it without the need for significant new infrastructure or resources. It also helps to create more sustainable patterns of travel and transport by facilitating the use of public transport, walking and cycling to access the centres.										Revised open space policies now aim to take account of information on Local Needs Areas, and to set accessibility standards as well as those for quantity and quality. These standards will allow open spaces to be provided in locations easily accessible to the residential properties they serve.	
7) Create conditions to improve health, promoting healthy lifestyles	Direct Effects (Short, medium, long term)											
										+	++	++
											Provision of attractive and accessible local open spaces meeting local recreational	

<p>Sustainability Objectives</p>	<p>A clear hierarchy of centres will be developed.</p>	<p>Locally listed buildings will form part of heritage protection strategy.</p>	<p>Article 4 directions will be considered to protect conservation areas character.</p>	<p>Open space will be provided alongside residential development.</p>									
				<p>needs will also encourage people of all ages, particularly children and young people, to engage in play in physical exercise, as well as being able to access the spaces on foot or by bicycle.</p>									
<p>8) Help make suitable housing available and affordable for everybody</p>	<p>Direct Effects (Short, medium, long term)</p>												
	<p>+</p>	<p>++</p>	<p>++</p>										
	<p>The creation of a hierarchy of centres based on their functions and services allows development to be focused on centres which can accommodate it without the need for significant new infrastructure or resources. It also helps to create more sustainable patterns of travel and transport by facilitating the use of public transport, walking and cycling to access the centres. These centres will have greater capacity for housing delivery, allowing people to live in sustainable locations.</p>												

Core Strategy Options Interim Sustainability Statement

<p>Sustainability Objectives</p>	<p>A clear hierarchy of centres will be developed.</p>	<p>Locally listed buildings will form part of heritage protection strategy.</p>	<p>Article 4 directions will be considered to protect conservation areas character.</p>	<p>Open space will be provided alongside residential development.</p>							
<p>Secondary Effects (If relevant) (Short, medium, long term)</p>											
<p style="text-align: center;">-</p>			<p style="text-align: center;">-</p>			<p style="text-align: center;">-</p>			<p style="text-align: center;">-</p>		
		<p>Focusing development in the main centres, and allowing more limited development elsewhere, may restrict the availability and choice of housing in smaller settlements, and perhaps also serve to keep house prices in these smaller settlements artificially high.</p>				<p>The use of Article 4 Directions limits people's ability to improve their homes, which may have the effect of limiting suitability of housing in conservation areas.</p>					

<p>Sustainability Objectives</p>	<p>A clear hierarchy of centres will be developed.</p>			<p>Locally listed buildings will form part of heritage protection strategy.</p>			<p>Article 4 directions will be considered to protect conservation areas character.</p>			<p>Open space will be provided alongside residential development.</p>		
<p>10) Protect and enhance historic buildings, archaeological sites and other culturally important features.</p>	<p>Direct Effects (Short, medium, long term)</p>											
	<p>X</p>	<p>X</p>	<p>X</p>	<p>++</p>	<p>++</p>	<p>++</p>	<p>++</p>	<p>++</p>	<p>++</p>			
	<p>This objective may lead to greater pressure for development in key centres such as Christchurch and Wimborne, which contain conservation areas and important listed buildings. This could raise issues of conflict between new development and the historic environment.</p>			<p>This objective aims to provide greater protection to locally important buildings which are not statutorily listed. This will help to retain these buildings and maintain the character and local distinctiveness of towns and villages.</p>			<p>Relatively minor development, such as replacement windows and doors, or roofing, can have a significant impact on the character of conservation areas, which reflect the use of traditional style buildings. Article 4 directions allow the local authority control over such works.</p>					
<p>11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well</p>	<p>Direct Effects (Short, medium, long term)</p>											
				<p>++</p>	<p>++</p>	<p>++</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>++</p>	<p>++</p>	<p>++</p>
				<p>This objective aims to provide greater protection to locally important buildings which are not statutorily listed. This will help to retain these buildings and maintain the character and local distinctiveness of towns and villages.</p>			<p>Relatively minor development, such as replacement windows and doors, or roofing, can have a significant impact on the character of conservation areas, which reflect the use of traditional style buildings. Article 4 directions allow the local authority control over such works.</p>			<p>As well as having a recreational value, provision of attractive open spaces helps to create a sense of place, and creates spaces between buildings in the urban environment. Core Strategy policy aims to enhance the quality of existing spaces as well as providing new areas.</p>		

Core Strategy Options Interim Sustainability Statement

<p>Sustainability Objectives</p>	<p>A clear hierarchy of centres will be developed.</p>	<p>Locally listed buildings will form part of heritage protection strategy.</p>	<p>Article 4 directions will be considered to protect conservation areas character.</p>	<p>Open space will be provided alongside residential development.</p>					
<p>Secondary Effects (If relevant) (Short, medium, long term)</p>									
<p>X X X</p>									
<p>Pressure for higher levels of development in larger centres may have positive or negative impacts on local character. There will be opportunities for redevelopment schemes to regenerate run down areas, but equally there will be a need to carefully integrate new development in historic centres.</p>									
<p>12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.</p>									
<p>+ ++ ++</p>									
<p>Focusing development in main centres will enhance the range of facilities and services available, and thus increase the attractiveness of these centres for visitors and residents.</p>									

Sustainability Objectives	A clear hierarchy of centres will be developed.	Locally listed buildings will form part of heritage protection strategy.	Article 4 directions will be considered to protect conservation areas character.	Open space will be provided alongside residential development.
Conclusions	Provision of open space on the basis of quantity, quality and accessibility standards has positive impacts across a range of SA objectives. Protection of conservation areas and locally listed buildings has benefits but the use of Article 4 directions may restrict people ability to improve their homes. The wider objective of creating a hierarchy of centres scores well, but impacts on character and local distinctiveness of larger centres from higher levels of development will need to be carefully considered.			

Table A.2

Core Strategy Objective 3 – To adapt to the challenges of climate change.

Sustainability Objectives	Impact of carbon emissions will be reduced by more sustainable patterns of development.	Developments will incorporate carbon reduction, water and energy efficiency measures.	Development will be located in areas at lowest risk of flooding.
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)			
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)		
	++	++	++
	++	++	++
	Location of development in main centres and areas where a range of travel choice is available, will help to reduce the need to travel, and car based trips, and thus have a positive impact on carbon emissions.	New housing and commercial development makes a significant contribution to carbon emissions, as well as energy and water use. By encouraging higher design and construction standards for new development, the Core Strategy aims to reduce the impact of new development on scarce resources, and to meet more of its energy demand from renewable and low carbon sources.	

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Impact of carbon emissions will be reduced by more sustainable patterns of development.	Developments will incorporate carbon reduction, water and energy efficiency measures.	Development will be located in areas at lowest risk of flooding.						
3) Minimise pollution	Direct Effects (Short, medium, long term)								
	X	+	+						
	Location of development in main centres and areas where a range of travel choice is available, will help to reduce the need to travel, and car based trips, and thus have a positive impact on emissions from road traffic, especially from queueing traffic.								
	Secondary Effects (If relevant) (Short, medium, long term)								
-	-	-							
The re-use of brownfield land for development may increase the risk of having to develop on contaminated land.									
4) Minimise factors contributing to climate change	Direct Effects (Short, medium, long term)								
	+	++	++	+	+	++	X	X	X
	Location of development in main centres and areas where a range of travel choice is available, will help to reduce the need to travel, and car based trips, and thus have a positive impact on carbon emissions.			New housing and commercial development makes a significant contribution to carbon emissions, as well as energy and water use. By encouraging higher design and			Locating development in areas at risk of flooding will not in itself minimise factors contributing to climate change. However given the potential impact of flooding in Christchurch and certain parts of		

Sustainability Objectives	Impact of carbon emissions will be reduced by more sustainable patterns of development.	Developments will incorporate carbon reduction, water and energy efficiency measures.	Development will be located in areas at lowest risk of flooding.			
		construction standards for new development, the Core Strategy aims to reduce the impact of new development on scarce resources, and to meet more of its energy demand from renewable and low carbon sources.	East Dorset, reducing flood risk to development is nonetheless a part of any climate change strategy.			
6) Provide a safe and secure environment	Direct Effects (Short, medium, long term)					
			<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; text-align: center;">+</td> <td style="width: 33%; text-align: center;">+</td> <td style="width: 33%; text-align: center;">+</td> </tr> </table>	+	+	+
	+	+	+			
		Flood risk represents a significant risk to life and property in parts of Christchurch and East Dorset. A strategy of avoiding new development in areas of flood risk supports the objective of creating a safe environment.				
8) Help make suitable housing available and affordable for everybody	Direct Effects (Short, medium, long term)					
			<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; text-align: center;">X</td> <td style="width: 33%; text-align: center;">X</td> <td style="width: 33%; text-align: center;">X</td> </tr> </table>	X	X	X
	X	X	X			
		There may be an impact on the affordability of housing where higher design and construction standards are encouraged.				

<p>Sustainability Objectives</p>	<p>Impact of carbon emissions will be reduced by more sustainable patterns of development.</p>	<p>Developments will incorporate carbon reduction, water and energy efficiency measures.</p>	<p>Development will be located in areas at lowest risk of flooding.</p>						
<p>12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.</p>	<p>Direct Effects (Short, medium, long term)</p>								
							<p>X</p>	<p>X</p>	<p>X</p>
							<p>Flood risk currently affects areas of Christchurch, Wimborne town centres, as well as at Sturminster Marshall, Verwood, West Moors and the airport. There may therefore be an associated impact on the levels of development that can occur at these locations without suitable mitigation measures being in place.</p>		
<p>Conclusions</p>	<p>Future impacts of climate change are uncertain, however flood risk is clearly likely to be a significant issue in Christchurch and parts of East Dorset over time. The strategy of locating development away from areas of flood risk has generally positive impacts, although may affect economic potential of the airport and Christchurch/Wimborne town centres to some degree. The general location of development in sustainable locations and key town centres has positive impacts against a range of objectives, and in terms of climate change is likely to result in lower carbon emissions from road traffic.</p>								

Table A.3

Core Strategy Objective 4 – To enable the mixed economy of Christchurch and East Dorset to grow, and to develop new employment sectors.

Sustainability Objectives	Significant new zones of employment development will be located at Bournemouth Airport and on key sites in East Dorset.	A range of employment sites will be provided and a hierarchy of sites developed.	Rural farm diversification will be supported in appropriate locations.	The key environmental features which affect tourism will be protected.									
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)													
1) Protect, enhance and expand habitats and protected species.	Direct Effects (Short, medium, long term)												
	X	X	X	X	X	X	X	X	X	X	+	+	+
	The proximity of the airport to designated habitats means that the impact on these sites from development of the employment zones, including traffic generation, will need to be carefully considered.			Some of the options for employment in East Dorset are close to recognised sites of nature conservation importance. It is unclear as to whether there will be an impact.			Development in the countryside may raise potential issues of conflict with nature conservation designations.			The strategy to protect the harbour, rivers, beaches, AONB, and other important natural features for tourism, has an overall benefit to the objective of protecting habitats.			
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)												
				--	--	--							
				The options for employment in East Dorset all involve the development of greenfield land									
5) Provide access to meet people's need	Secondary Effects (If relevant) (Short, medium, long term)												
	+	++	++	+	++	++	+	++	++				
	Provision of a wide range of employment land and premises will improve local employment opportunities and			Provision of a wide range of employment land and premises will improve local employment opportunities and			Provision of a wide range of employment land and premises will improve local employment opportunities and						

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Significant new zones of employment development will be located at Bournemouth Airport and on key sites in East Dorset.	A range of employment sites will be provided and a hierarchy of sites developed.	Rural farm diversification will be supported in appropriate locations.	The key environmental features which affect tourism will be protected.	
	assist in reducing the need to commute out of the area to work.	assist in reducing the need to commute out of the area to work.	assist in reducing the need to commute out of the area to work.		
8) Help make suitable housing available and affordable for everybody	Secondary Effects (If relevant) (Short, medium, long term)				
			X	X	X
		Provision of higher order employment opportunities offers longer term higher paid job opportunities which may then serve to allow more people the chance to get on the housing ladder. However, a larger economy will increase the demand for housing.			
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Direct Effects (Short, medium, long term)				
			+	+	+
		Sustaining the local economy is an essential part of a strategy of reducing inequalities and pockets of deprivation which exist in Christchurch and East Dorset.			

Sustainability Objectives	Significant new zones of employment development will be located at Bournemouth Airport and on key sites in East Dorset.	A range of employment sites will be provided and a hierarchy of sites developed.	Rural farm diversification will be supported in appropriate locations.	The key environmental features which affect tourism will be protected.										
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Direct Effects (Short, medium, long term)													
							X	X	X					
							Impact on the character of rural villages and the countryside will need to be considered in approving farm diversification schemes or rural employment development.							
	Secondary Effects (If relevant) (Short, medium, long term)													
									+	+	+			
									The objective of protecting the areas tourism assets is likely to secure well planned tourism development and enhancement of the areas towns and countryside to maintain its attractiveness to tourism.					
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as	Direct Effects (Short, medium, long term)													
	X	+	++	++	++	++	+	+	+	X	X	X		
The airport represents one of the largest employment sites in the sub-region. It also offers						Creating a hierarchy of employment sites aims to provide a mix of sites to attract			The highly constrained nature of Christchurch and East Dorset means there is a			Protection of the areas key tourism assets should serve to maintain the attractiveness		

Sustainability Objectives	Significant new zones of employment development will be located at Bournemouth Airport and on key sites in East Dorset.	A range of employment sites will be provided and a hierarchy of sites developed.	Rural farm diversification will be supported in appropriate locations.	The key environmental features which affect tourism will be protected.
well as providing for vital and viable town centres.	an opportunity to develop higher technology and aviation related sectors. Some short term uncertainty exists due to the significant infrastructure investment required.	different employment sectors and create a mixed economy, whilst allowing “non-B” class uses on other sites.	danger that rural communities will fail to sustain themselves and become little more than dormitory settlements. Allowing rural employment and farm diversification is an important way of sustaining the rural economy, and reducing out commuting.	of the area to visitors. However it is possible that some tourism development may have to be controlled so that this objective is not compromised.
Conclusions	The Core Strategy objectives on economic growth are generally positive, although development in certain locations, notably the airport, will need careful consideration to minimise impact on habitats. Diversification of the rural economy may also lead to some uncertainty regarding impact on local distinctiveness.			

Table A.4

Core Strategy Objective 5 – To provide a suitable, affordable and sustainable range of housing to meet local needs

Sustainability Objectives	Sufficient housing provided to meet local needs, including sustainable new greenfield housing	Size and type of dwellings to reflect current and projected local need.	All residential development to contribute to provision of affordable housing.	Affordable housing schemes considered exceptionally on land adjoining urban and rural settlements.	Criteria for provision of gypsy and traveller housing sites will be developed.						
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)											
1) Protect, enhance and expand habitats and protected species.	Direct Effects (Short, medium, long term)										
	-	-	-			-	-	-			
	It has already been established that new housing contributes to recreation pressures on the Dorset Heathlands. Mitigation will be required over the long term to secure appropriate mitigation.				Development of rural or urban fringe housing schemes may bring housing closer to designated sites.						
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)										
	--	--	--								
	Some of the housing options involve the possible loss of greenfield land.										

Core Strategy Options Interim Sustainability Statement

<p>Sustainability Objectives</p>	<p>Sufficient housing provided to meet local needs, including sustainable new greenfield housing</p>	<p>Size and type of dwellings to reflect current and projected local need.</p>	<p>All residential development to contribute to provision of affordable housing.</p>	<p>Affordable housing schemes considered exceptionally on land adjoining urban and rural settlements.</p>	<p>Criteria for provision of gypsy and traveller housing sites will be developed.</p>										
<p>4) Minimise factors contributing to climate change</p>	<p>Direct Effects (Short, medium, long term)</p>														
				-	-	-									
	<p>Housing is an important contributor to greenhouse gas emissions through energy use, as well as affecting water consumption.</p>														
	<p>Cumulative / In- combination Effects (If relevant) (Short, medium long term)</p>														
				+	++	++									
<p>Objective 3 aims to improve standards of construction and energy/water use in new residential development, and thus will help to address the impact of new housing on climate change.</p>															

Sustainability Objectives	Sufficient housing provided to meet local needs, including sustainable new greenfield housing	Size and type of dwellings to reflect current and projected local need.	All residential development to contribute to provision of affordable housing.	Affordable housing schemes considered exceptionally on land adjoining urban and rural settlements.	Criteria for provision of gypsy and traveller housing sites will be developed.										
6) Provide a safe and secure environment	Direct Effects (Short, medium, long term)														
	+	++	++												
	Well planned housing development allows much more opportunity to design new housing schemes in a way which minimises opportunities for criminal and anti-social activity.														
7) Create conditions to improve health, promoting healthy lifestyles	Direct Effects (Short, medium, long term)														
				++	++	++	++	++	++	++	++	++	++	++	++
			Inadequate housing is known to be an important factor affecting people's health and wellbeing. The Core Strategy aims to deliver housing appropriate to meet local needs, including housing of adequate size and type to meet the needs of specific groups.	Inadequate housing is known to be an important factor affecting people's health and wellbeing. The Core Strategy aims to deliver housing appropriate to meet local needs, including housing of adequate size and type to meet the needs of specific groups. The provision	Inadequate housing is known to be an important factor affecting people's health and wellbeing. The Core Strategy aims to deliver housing appropriate to meet local needs, including housing of adequate size and type to meet the needs of specific groups. The provision	Inadequate housing is known to be an important factor affecting people's health and wellbeing. The Core Strategy aims to deliver housing appropriate to meet local needs, including housing of adequate size and type to meet the needs of specific groups. The provision									

Core Strategy Options Interim Sustainability Statement

<p>Sustainability Objectives</p>	<p>Sufficient housing provided to meet local needs, including sustainable new greenfield housing</p>	<p>Size and type of dwellings to reflect current and projected local need.</p>	<p>All residential development to contribute to provision of affordable housing.</p>	<p>Affordable housing schemes considered exceptionally on land adjoining urban and rural settlements.</p>	<p>Criteria for provision of gypsy and traveller housing sites will be developed.</p>										
			<p>of more affordable housing will allow those currently living in shared family accommodation to live in adequate housing and thus reduce health inequalities.</p>	<p>of more affordable housing will allow those currently living in shared family accommodation to live in adequate housing and thus reduce health inequalities.</p>	<p>affordable housing will allow those currently living in shared family accommodation to live in adequate housing and thus reduce health inequalities.</p>										
<p>8) Help make suitable housing available and affordable for everybody</p>	<p>Direct Effects (Short, medium, long term)</p>														
	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++
	<p>The provision of sufficient housing is no longer set by RSS based targets. There is a need to carefully balance supply with need and demand, which is difficult in an area where housing demand is almost infinite. The delivery of housing has been geared in the context of environmental capacity to the Housing Needs and</p>			<p>Recent housing developments have not always appeared to meet demand, particularly for small family housing. By monitoring the supply of housing and matching this to the latest information on need and demand, the Core Strategy will be able to better match supply to demand.</p>			<p>Housing needs far outstrip even total predicted housing supply in Christchurch and East Dorset. Provision of affordable housing from most housing development does not occur at present due to high thresholds. This objective will help secure significant new affordable housing provision, and help</p>			<p>There is a need for affordable housing in both rural and urban areas, which is often unable to be met due to Green Belt and other constraints. Provision of housing in rural settlements will help provide a source of local housing, but it is difficult to be certain of this supply.</p>			<p>Figures for provision of gypsies and travellers pitches are subject to dispute, with the local authorities not accepting the figures in the Gypsies, Travellers Accommodation Assessment. However it is accepted that there is currently a lack of adequate transit and residential sites in Christchurch and East Dorset and the future provision is likely to help</p>		

Sustainability Objectives	Sufficient housing provided to meet local needs, including sustainable new greenfield housing	Size and type of dwellings to reflect current and projected local need.	All residential development to contribute to provision of affordable housing.	Affordable housing schemes considered exceptionally on land adjoining urban and rural settlements.	Criteria for provision of gypsy and traveller housing sites will be developed.			
	Market Assessment in order to secure a reasonable supply.		address the large unmet need for housing.		families find suitable accommodation in the longer term.			
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Direct Effects (Short, medium, long term)							
						+	++	++
						Lack of provision for gypsies and travellers has historically led to unauthorised encampments which have at times served to undermine community cohesion. Provision of adequate residential and transit pitches will help alleviate these concerns.		
10) Protect and enhance historic buildings, archaeological sites and other culturally important features.	Direct Effects (Short, medium, long term)							
	X	X	X			X	X	X
	Some housing options could have an impact on conservation areas and Scheduled Ancient Monuments.					Some housing options could have an impact on conservation areas and Scheduled Ancient Monuments.		

Sustainability Objectives	Sufficient housing provided to meet local needs, including sustainable new greenfield housing	Size and type of dwellings to reflect current and projected local need.	All residential development to contribute to provision of affordable housing.	Affordable housing schemes considered exceptionally on land adjoining urban and rural settlements.	Criteria for provision of gypsy and traveller housing sites will be developed.										
<p>12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.</p>	<p>Direct Effects (Short, medium, long term)</p>														
	+	+	++	+	++	++	+	+	++	+	+	++			
	<p>The current and future age profiles of both Christchurch and East Dorset raise concerns about the available local workforce to sustain a growing economy. Provision of adequate housing is therefore an important factor in influencing economic growth.</p>	<p>In particular there is a need to provide housing for younger people and families in order to retain and attract these groups to the area to act as a future labour supply.</p>	<p>Affordability of housing is a key factor in restricting potential employees from locating close to local employers. Longer term provision of affordable housing is important in attracting and retaining the workforce.</p>	<p>Provision of suitable and affordable housing in rural and urban areas is difficult because of Green Belt and other constraints on building in the countryside. However maintaining a sustainable rural economy relies on a reasonable resident population to provide employees and customers for local businesses. Provision of at least some rural affordable housing will assist in sustaining the rural economy.</p>											

<p>Sustainability Objectives</p>	<p>Sufficient housing provided to meet local needs, including sustainable new greenfield housing</p>	<p>Size and type of dwellings to reflect current and projected local need.</p>	<p>All residential development to contribute to provision of affordable housing.</p>	<p>Affordable housing schemes considered exceptionally on land adjoining urban and rural settlements.</p>	<p>Criteria for provision of gypsy and traveller housing sites will be developed.</p>
<p>Secondary Effects (If relevant) (Short, medium, long term)</p>					
<p style="text-align: center;">- - -</p>					
<p>There may however be pressure to meet housing demand through the development of employment land. This may restrict land availability for business.</p>					
<p>Conclusions</p>	<p>Core Strategy objectives aim to deliver a supply of housing sufficient to address local needs and demands set out in the SHMA. A step change in affordable housing provision is also set out, and generally the Core Strategy objectives seek to monitor housing delivery to ensure the type and size of housing provided reflects the need. Provision of gypsy and traveller pitches is contentious and numbers are disputed, which may affect supply. There may also be impacts on employment land supply due to pressures for sites to be approved for housing.</p>				

Table A.5

Core Strategy Objective 6 – To help our communities to travel less, and to travel more easily by a range of choices

<p>Sustainability Objectives</p>	<p>Development will be located in the most sustainable locations.</p>	<p>Prime transport corridors will be developed in the short term on the A35, A337, A348 and B3073.</p>	<p>Prime transport corridors will be developed in the medium term on parts of the A347, A349, B3074 and B3072 and corridors north of the A31.</p>	<p>Significant transport improvements are proposed at Canford Bottom Roundabout, A31 Merley to Ameysford, and B3073/A338 airport transport improvements.</p>	<p>Overall aim to reduce congestion in key locations, and encourage public transport use, walking and cycling.</p>								
<p>Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)</p>													
<p>1) Protect, enhance and expand habitats and protected species.</p>	<p>Direct Effects (Short, medium, long term)</p>												
		X	X	X					X	X	X		
<p>2) Make sustainable use of resources.</p>	<p>Direct Effects (Short, medium, long term)</p>												
	+	+	++										
	<p>Locating development in sustainable locations, served by a range of transport modes, is likely to mean development concentrated in existing urban centres, thereby</p>												

<p>Sustainability Objectives</p>	<p>Development will be located in the most sustainable locations.</p>	<p>Prime transport corridors will be developed in the short term on the A35, A337, A348 and B3073.</p>	<p>Prime transport corridors will be developed in the medium term on parts of the A347, A349, B3074 and B3072 and corridors north of the A31.</p>	<p>Significant transport improvements are proposed at Canford Bottom Roundabout, A31 Merley to Ameysford, and B3073/A338 airport transport improvements.</p>	<p>Overall aim to reduce congestion in key locations, and encourage public transport use, walking and cycling.</p>										
	<p>using land efficiently and maximising development on brownfield sites.</p>														
<p>3) Minimise pollution</p>	<p>Direct Effects (Short, medium, long term)</p>														
	<p>-</p>	<p>X</p>	<p>+</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>+</p>	<p>++</p>	<p>++</p>
	<p>Locating development in sustainable locations, served by a range of transport modes, is likely to mean development concentrated in existing urban centres. Over time this should enable people to access services by more sustainable transport modes, however there may be some short term impact on pollution as travel choice adjusts.</p>	<p>Creation of prime transport corridors is likely to focus on public transport, walking and cycling improvements, but the impact on pollution will need to be monitored.</p>	<p>Creation of prime transport corridors is likely to focus on public transport, walking and cycling improvements, but the impact on pollution will need to be monitored.</p>	<p>Improvements to the A31 and B3073 has the potential to affect the amount of traffic using the road, although likely to reduce queueing traffic. The impact on pollution will need to be monitored.</p>	<p>Reducing congestion and queueing traffic reduces a primary source of air pollution.</p>										

Core Strategy Options Interim Sustainability Statement

<p>Sustainability Objectives</p>	<p>Development will be located in the most sustainable locations.</p>	<p>Prime transport corridors will be developed in the short term on the A35, A337, A348 and B3073.</p>	<p>Prime transport corridors will be developed in the medium term on parts of the A347, A349, B3074 and B3072 and corridors north of the A31.</p>	<p>Significant transport improvements are proposed at Canford Bottom Roundabout, A31 Merley to Ameysford, and B3073/A338 airport transport improvements.</p>	<p>Overall aim to reduce congestion in key locations, and encourage public transport use, walking and cycling.</p>										
<p>4) Minimise factors contributing to climate change</p>	<p>Direct Effects (Short, medium, long term)</p>														
	=	+	+	=	+	+	=	+	+	X	X	X	+	+	++
	<p>Locating development in sustainable locations, served by a range of transport modes, is likely to mean development concentrated in existing urban centres, thereby using land efficiently and maximising development on brownfield sites. In turn this is likely to have a longer term beneficial impact on carbon emissions from road traffic.</p>			<p>Creation of prime transport corridors will encourage the use of sustainable modes of travel, thus having a positive impact on carbon emissions in the medium to long term.</p>			<p>Creation of prime transport corridors will encourage the use of sustainable modes of travel, thus having a positive impact on carbon emissions in the medium to long term.</p>			<p>Improvements along these key transport corridors may increase the attractiveness of these routes for vehicles trips.</p>			<p>Walking and cycling represent highly sustainable modes of travel. Reducing queueing vehicle traffic is also likely to have a positive impact on carbon emissions.</p>		
<p>5) Provide access to meet people's need</p>	<p>Direct Effects (Short, medium, long term)</p>														
	+	++	++	=	+	++	=	+	++	=	+	++	+	++	++
	<p>Locating development in sustainable locations, served by a range of transport modes, is likely</p>			<p>Creation of prime transport corridors will encourage the use of sustainable modes of</p>			<p>Creation of prime transport corridors will encourage the use of sustainable modes of</p>			<p>The A31 and B3073 corridors represent significant constraints on travel within and through</p>			<p>Walking and cycling represent a sustainable way of making short journeys. The ability to</p>		

<p>Sustainability Objectives</p>	<p>Development will be located in the most sustainable locations.</p>	<p>Prime transport corridors will be developed in the short term on the A35, A337, A348 and B3073.</p>	<p>Prime transport corridors will be developed in the medium term on parts of the A347, A349, B3074 and B3072 and corridors north of the A31.</p>	<p>Significant transport improvements are proposed at Canford Bottom Roundabout, A31 Merley to Ameysford, and B3073/A338 airport transport improvements.</p>	<p>Overall aim to reduce congestion in key locations, and encourage public transport use, walking and cycling.</p>						
	<p>to mean development concentrated in existing urban centres, thereby using land efficiently and maximising development on brownfield sites. This will help reduce the need for separate trips to access different services and facilities, as well as improving access to services for those without access to a car.</p>	<p>travel, and increasing access to services and facilities for those without a car.</p>	<p>travel, and increasing access to services for those without a car.</p>	<p>Christchurch and East Dorset. Improvements will increase connectivity to other parts of the County and beyond.</p>	<p>walk and cycle safely is of particular importance for encouraging young people, family groups, and the elderly to travel sustainably to access local facilities.</p>						
<p>Cumulative / In- combination Effects (If relevant) (Short, medium long term)</p>											
							<p>=</p>	<p>+</p>	<p>+</p>		
				<p>Objective 7 promotes provision of facilities at major employment estates. This is likely to reduce the need for local car trips to access facilities at lunchtime and during the working day. Some of these</p>							

Sustainability Objectives	Development will be located in the most sustainable locations.	Prime transport corridors will be developed in the short term on the A35, A337, A348 and B3073.	Prime transport corridors will be developed in the medium term on parts of the A347, A349, B3074 and B3072 and corridors north of the A31.	Significant transport improvements are proposed at Canford Bottom Roundabout, A31 Merley to Ameysford, and B3073/A338 airport transport improvements.	Overall aim to reduce congestion in key locations, and encourage public transport use, walking and cycling.										
				estates are in close proximity to the B3073 and A31.											
7) Create conditions to improve health, promoting healthy lifestyles	Secondary Effects (If relevant) (Short, medium, long term)														
													+	++	++
													Improving provision for pedestrians and cyclists will assist in the aim of increasing people's daily exercise, as well as ensuring that people can walk and cycle safely.		
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as	Direct Effects (Short, medium, long term)														
	+	++	++							+	++	++	+	++	++
	Focusing development in sustainable locations is also likely to enable town centres to grow sustainably with an increased range of shops and services.									Improvements on the A31 and B3073 corridors will have a particular benefit to the development of the			Congestion results in an economic cost to business, through loss of productive time by employees and delays		

Sustainability Objectives	Development will be located in the most sustainable locations.	Prime transport corridors will be developed in the short term on the A35, A337, A348 and B3073.	Prime transport corridors will be developed in the medium term on parts of the A347, A349, B3074 and B3072 and corridors north of the A31.	Significant transport improvements are proposed at Canford Bottom Roundabout, A31 Merley to Ameysford, and B3073/A338 airport transport improvements.	Overall aim to reduce congestion in key locations, and encourage public transport use, walking and cycling.
providing for vital and viable town centres.				employment areas along this corridor and to connectivity with the wider region.	in delivering products and services. Reducing congestion has an economic benefit.
Conclusions	The Core Strategy objectives focus on enabling people to access services through a range of transport modes, while also reducing congestion on key corridors. The impacts are generally positive, but some benefits may take time to deliver and will not be achieved until later in the plan period.				

Table A.6

Core Strategy Objective 7 - To help our communities to thrive, and to help people support each other

<p>Sustainability Objectives</p>	<p>Town centres of Christchurch, Wimborne, Ferndown and Verwood will be the focus for commercial, retail and community facilities, with District centres playing a supporting role.</p>	<p>New facilities and services will be developed alongside new major housing proposals.</p>	<p>Associated facilities provided as part of new employment development in East Dorset and Bournemouth Airport.</p>						
<p>Performance / Significance Assessment (++) Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)</p>									
<p>2) Make sustainable use of resources.</p>	<p>Direct Effects (Short, medium, long term)</p>								
	+	++	++	=	+	++	=	+	++
	<p>Location of significant development in main centres helps to use land more efficiently, and allows people to access a range of facilities in a single trip. Some centres still require more investment in public transport services, so the full range of travel choices may not be available in the short term.</p>			<p>A proportion of housing is likely to be delivered on greenfield sites, and will therefore require some local facilities in order to reduce local trips by car. Development of these facilities will come forward in the medium to long term.</p>			<p>Major employment estates support a large workforce during the working week. These estates are often isolated from shops and facilities, which encourages additional car trips at lunch times and at the beginning and end of the day. Providing some basic shops and facilities, e.g. a crèche or gym, is likely to help reduce local car based trips.</p>		
<p>3) Minimise pollution</p>	<p>Direct Effects (Short, medium, long term)</p>								
	x	x	x						
	<p>Allowing more opportunity for non-car commuting may lead to a reduction in town centre pollution from traffic.</p>								

<p>Sustainability Objectives</p>	<p>Town centres of Christchurch, Wimborne, Ferndown and Verwood will be the focus for commercial, retail and community facilities, with District centres playing a supporting role.</p>	<p>New facilities and services will be developed alongside new major housing proposals.</p>	<p>Associated facilities provided as part of new employment development in East Dorset and Bournemouth Airport.</p>						
<p>4) Minimise factors contributing to climate change</p>	<p>Direct Effects (Short, medium, long term)</p>								
	+	++	++	=	+	++	=	+	++
	<p>Location of significant development in main centres helps to use land more efficiently, and allows people to access a range of facilities in a single trip. Some centres still require more investment in public transport services, so the full range of travel choices may not be available in the short term. This will have a long term beneficial impact on carbon emissions from traffic.</p>	<p>In the longer term, reducing the need to travel to access local services will result in reduced carbon emissions from car based journeys.</p>	<p>Provision of basic shops and facilities on major employment estates, will result in a beneficial impact on carbon emissions from local car based journeys to and from the site.</p>						
	<p>Cumulative / In- combination Effects (If relevant) (Short, medium long term)</p>								
+	++	++				=	+	++	
<p>The objective (6) of enhancing prime transport corridors around the main centres will also assist in enhancing transport modal choice in the medium to long term.</p>		<p>The objective (6) of enhancing prime transport corridors around the airport and Ferndown will also assist in enhancing transport modal choice in the medium to long term.</p>							

<p>Sustainability Objectives</p>	<p>Town centres of Christchurch, Wimborne, Ferndown and Verwood will be the focus for commercial, retail and community facilities, with District centres playing a supporting role.</p>	<p>New facilities and services will be developed alongside new major housing proposals.</p>	<p>Associated facilities provided as part of new employment development in East Dorset and Bournemouth Airport.</p>						
<p>5) Provide access to meet people's need</p>	<p>Direct Effects (Short, medium, long term)</p>								
	<p>++</p>	<p>++</p>	<p>++</p>	<p>=</p>	<p>+</p>	<p>++</p>	<p>=</p>	<p>+</p>	<p>++</p>
	<p>Location of significant development in main centres helps to use land more efficiently, and allows people to access a range of facilities in a single trip. Some centres still require more investment in public transport services, so the full range of travel choices may not be available in the short term.</p>	<p>A proportion of housing is likely to be delivered on greenfield sites, and will therefore require some local facilities in order to reduce local trips by car. Development of these facilities will come forward in the medium to long term.</p>	<p>Major employment estates support a large workforce during the working week. These estates are often isolated from shops and facilities, which encourages additional car trips at lunch times and at the beginning and end of the day. Providing some basic shops and facilities, e.g. a crèche or gym, is likely to help reduce local car based trips.</p>						
	<p>Cumulative / In- combination Effects (If relevant) (Short, medium long term)</p>								
<p>+</p>	<p>++</p>	<p>++</p>	<p></p>	<p></p>	<p></p>	<p>=</p>	<p>+</p>	<p>++</p>	
<p>The objective (6) of enhancing prime transport corridors around the main centres will also assist in enhancing transport modal choice in the medium to long term.</p>	<p></p>	<p>The objective (6) of enhancing prime transport corridors around the main centres will also assist in enhancing transport modal choice in the medium to long term.</p>							

<p>Sustainability Objectives</p>	<p>Town centres of Christchurch, Wimborne, Ferndown and Verwood will be the focus for commercial, retail and community facilities, with District centres playing a supporting role.</p>	<p>New facilities and services will be developed alongside new major housing proposals.</p>	<p>Associated facilities provided as part of new employment development in East Dorset and Bournemouth Airport.</p>							
<p>6) Provide a safe and secure environment</p>	<p>Direct Effects (Short, medium, long term)</p>									
<p>=</p>		<p>+</p>	<p>+</p>							
<p>Enhancing the level of facilities and services located in centres is likely to enhance activity in the centres and thus increase feelings of safety and security</p>										
<p>Secondary Effects (If relevant) (Short, medium, long term)</p>		<p>-</p>								
<p>There may however be negative effects if the mix of uses in the night time economy is not adequately controlled and managed, to ensure that alcohol related crime and anti-social behaviour does not become prevalent.</p>										
<p>7) Create conditions to improve health, promoting healthy lifestyles</p>	<p>Direct Effects (Short, medium, long term)</p>									
		<p>++</p>	<p>++</p>	<p>++</p>						
		<p>This could involve the direct provision of new health facilities, including an extension to Victoria Hospital in Wimborne.</p>								

<p>Sustainability Objectives</p>	<p>Town centres of Christchurch, Wimborne, Ferndown and Verwood will be the focus for commercial, retail and community facilities, with District centres playing a supporting role.</p>	<p>New facilities and services will be developed alongside new major housing proposals.</p>	<p>Associated facilities provided as part of new employment development in East Dorset and Bournemouth Airport.</p>						
<p>8) Help make suitable housing available and affordable for everybody</p>	<p>Direct Effects (Short, medium, long term)</p>								
<p style="text-align: center;">+</p>			<p style="text-align: center;">+</p>		<p style="text-align: center;">+</p>		<p style="text-align: center;">+</p>		
<p>This objective is likely to encourage mixed use development schemes incorporating medium to high density housing appropriate to a town centre. This sort of housing is attractive to certain groups, notably younger people.</p>	<p>Creating more sustainable housing areas which have basic services within easy reach will be beneficial to households without access to a car, or older people who find it difficult to travel further afield. It will also generally enhance the attractiveness of new housing areas.</p>								
<p>9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture</p>	<p>Direct Effects (Short, medium, long term)</p>								
<p style="text-align: center;">+</p>			<p style="text-align: center;">+</p>		<p style="text-align: center;">=</p>		<p style="text-align: center;">+</p>		
<p>Provision of a wide range of services and facilities in main centres which can be reached by those without a car, will help reduce isolation for those who have difficulty accessing services elsewhere.</p>	<p>Local facilities and services close to new housing areas will particularly benefit those who may have difficulty accessing services further afield, for example young people, the elderly and those on low incomes.</p>								

Sustainability Objectives	Town centres of Christchurch, Wimborne, Ferndown and Verwood will be the focus for commercial, retail and community facilities, with District centres playing a supporting role.	New facilities and services will be developed alongside new major housing proposals.	Associated facilities provided as part of new employment development in East Dorset and Bournemouth Airport.						
10) Protect and enhance historic buildings, archaeological sites and other culturally important features.	Direct Effects (Short, medium, long term)								
	X	X	X						
	Some of the main towns such as Christchurch and Wimborne contain historic centres and important listed buildings. Higher density development may affect the character and setting of these if now properly controlled and designed.								
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term)								
	+	+	+				=	+	+
	Concentrating development in the main centres will benefit the local economy by encouraging a sustainable range of local shops and facilities which attract people into the centres, and help local business to grow.						The provision of basic facilities and services on major employment estates is likely to enhance their attractiveness to new businesses locating in the area.		
Conclusions	Locating the majority of new development at the main centres is likely to be a sustainable objective, particularly in terms of reducing car trips, and offering people a range of travel choices to access key services. There may however be some impact on the character of historic centres, and a risk of increased crime/anti social behaviour, if the night time economy is not adequately planned and managed. Provision of facilities in new								

<p>Sustainability Objectives</p>	<p>Town centres of Christchurch, Wimborne, Ferndown and Verwood will be the focus for commercial, retail and community facilities, with District centres playing a supporting role.</p>	<p>New facilities and services will be developed alongside new major housing proposals.</p>	<p>Associated facilities provided as part of new employment development in East Dorset and Bournemouth Airport.</p>
	<p>housing and major employment areas is also likely to reduce car trips generated to access basic services. There is also potential to attract business to locate in well planned estates which offer employees basic facilities close to their workplace.</p>		

Table A.7

Appendix B The Key Strategy

What should the settlement hierarchy be across Christchurch and East Dorset?

Sustainability Objectives	Situation without the plan in place.			Option KS1		
Performance / Significance Assessment (++ Significant Beneficial Impact , + Option Supports Objective but only minor beneficial impact , = Equal or no impact , x Uncertain Impact , - Option conflicts with objective and may result in adverse impact , -- Significant adverse impact)						
1) Protect, enhance and expand habitats and protected species.	Direct Effects (Short, medium, long term)					
	x	x	x	x	x	x
	<p>The Christchurch Local Plan does not set out a settlement hierarchy. Existing local plan allocations and national policy guide the focus for new development towards the main Christchurch urban area. This approach does not provide the clarity of a settlement hierarchy for directing development but does not in itself result in a clear adverse impact on sensitive habitats and protected species.</p> <p>A settlement hierarchy also provides more clarity for the level and type of development appropriate to areas such as Burton, Hurn and Winkton.</p> <p>The East Dorset Local Plan sets out a settlement hierarchy which directs development appropriate to the role of individual settlements.</p> <p>Without the plan in place it is uncertain that necessary mitigation measures will be put in place to avoid adverse impacts on the heathlands and mitigation measures to reduce the level of harmful emissions.</p>			<p>Christchurch:</p> <p>For the Borough of Christchurch this option focuses development within the main urban area of Christchurch. Smaller scale development will take place in the district centre of Highcliffe. Only very limited development will be permitted in the villages of Burton and Hurn.</p> <p>Increases in commercial and residential development may increase vehicle traffic and associated levels of emissions. New residential development will result in an increase in population and recreational pressure on the Dorset heathlands and New Forest. Pressures on the natural environment are mainly derived from the focus of development in the main Christchurch urban area as only limited development is proposed elsewhere in the Borough.</p> <p>Impacts are uncertain as the exact location for new development is unknown. For Christchurch development will be in close proximity (within 5k for residential development) to the Dorset Heathlands SAC, Dorset Heathlands SPA, Ramsar River Avon SAC and Avon Valley SPA / Ramsar. An increase in residential</p>		

Sustainability Objectives	Situation without the plan in place.	Option KS1
		<p>development may also increase recreational pressure on the New Forest SPA, SAC, Ramsar. Limited new development in Burton in conjunction with the proposed Christchurch Urban Extension may also put pressure on Burton Common SSSI. There is potential for significant effects to be incurred on these designated sites including from increased visitor pressure and levels of emissions.</p> <p>There is also potential for interruption to hydrological regimes e.g. from water abstraction or water pollution.</p> <p>It is possible to mitigate these potential impacts through the measures set out below:</p> <p>Possible Mitigation Measures:</p> <p>The Core Strategy proposes the provision of different sites for Suitable Alternative Natural Green Space (SANGs) in conjunction with SANGs and other forms of mitigation such as e.g. the management of recreation identified in the forthcoming Joint Heathlands DPD and the emerging Dorset Green Infrastructure Strategy.</p> <p>Other forms of mitigation to address issues possible increases in emissions include:</p> <ul style="list-style-type: none"> • Improvements to public transport services • Measures to prevent water pollution • Sustainable construction techniques for new commercial development and the use of renewable energy sources

Sustainability Objectives	Situation without the plan in place.	Option KS1
		<ul style="list-style-type: none"> • Minimising water usage within new developments • Good practice construction techniques including noise suppression measures and hours of operation <p>East Dorset:</p> <p>The focus for new development in East Dorset for this option is in the settlements of Wimborne Minster, Ferndown, West Parley, Verwood and Corfe Mullen. Smaller scale development will be provided in the district centre of West Moors and suburban centres of Colehill and St Leonards and St Ives. The rural service centres of Alderholt, Cranborne, Sixpenny Handley, Sturminster Marshall and Three Legged Cross will provide facilities commensurate with the scale of these settlements. Very limited development will be permitted in Edmondsham, Furzehill, Gaunt’s Common, Gussage All Saints. Gussage St Michael, Hinton Martell, Holt, Horton, Shapwick , Wimborne St Giles , Witchampton, Woodlands / Whitmore.</p> <p>Impacts in East Dorset are also likely to be from increases in emissions from vehicular traffic and from increased pressure on the heathlands from new residential development and the associated increase in population.</p> <p>The most significant impact from increased development in Ferndown, West Parley, Verwood, West Moors and Corfe Mullen is upon the Dorset heathlands SPA / Ramsar and Dorset heathlands SAC. Wimborne is not in close proximity to any European sites so is not likely to result in a significant impact on this objective.</p>

Sustainability Objectives	Situation without the plan in place.			Option KS1		
				<p>Mitigation Measures:</p> <p>Mitigation measures are as those set out for Christchurch above.</p> <p>Overall the impact of this option on sensitive habitats is uncertain as it is dependant on successful implementation of mitigation measures set out above.</p>		
Cumulative / In- combination Effects (If relevant) (Short, medium long term)						
X		X	X	X		X
<p>Without the plan in place there is potentially a lack of co-ordinated mitigation measures across the plan area and sub region to ensure no net increase in harmful emissions and a reduction where possible which could result in adverse impacts on sensitive habitats. There is also uncertainty about a co-ordinated approach to heathland mitigation.</p>					<p>The cumulative impact of anticipated commercial and residential development across Christchurch and East Dorset and the wider sub region upon sensitive habitats needs to be taken into account. The cumulative impact of development over the plan area and wider sub region has implications for potential increases in levels of emissions from increased car traffic and increased recreational pressure on the heathlands from new residential development.</p> <p>The Core Strategy will identify suitable alternative natural green space (SANGs) to serve potential new housing developments of strategic scale such as the north Christchurch urban extension and options for new neighbourhoods in Wimborne, Verwood, Ferndown and West Parley. The provision of SANGs will help to reduce increased recreational impact on the Dorset heaths and The New Forest SAC/SPA/Ramsar. The joint Heathlands DPD will also identify heathland mitigation measures including SANG provision for the wider sub region to help mitigate any increased pressure in the</p>	

Sustainability Objectives	Situation without the plan in place.	Option KS1					
		<p>heaths. The successful implementation of mitigation measures has the potential to minimise any cumulative adverse impact.</p> <p>The potential cumulative impact of increased vehicle journeys on the highway network and associated increases in levels of emissions can be minimised through improvements to public transport across Christchurch and East Dorset as set out in Core Strategy town centre options and in the Key Strategy. A strategic approach is also required at a sub regional level for improvements to public transport services and other measures to address levels of emissions such as strategic tree planting schemes.</p> <p>There is a degree of uncertainty regarding the effectiveness of heathland mitigation measures such as SANGs and there is also uncertainty concerning whether sufficient funding will be available for necessary transport infrastructure improvements.</p>					
<p>2) Make sustainable use of resources.</p>	<p>Direct Effects (Short, medium, long term)</p>						
	X	X	X	++	++	++	
	<p>Without the plan in place there is a lack of a comprehensive strategic approach for the whole of the plan area in directing development to the most sustainable locations which will help to ensure that the use of brownfield land is maximised.</p>			<p>The proposed settlement hierarchy identifies the settlements that will be the main focus for future development over the plan period to 2027. This option does not identify specific locations for new development which will be determined through the preparation of Site Specific Allocations DPDs.</p> <p>The main settlements of Christchurch, Wimborne Minster, Ferndown, West Parley, Verwood and Corfe Mullen will provide the focus for new residential and</p>			

Sustainability Objectives	Situation without the plan in place.			Option KS1		
				commercial development. This option will maximise the potential of existing brownfield sites within the above settlements which is an efficient and sustainable use of land.		
<p>3) Minimise pollution</p> <p>/</p> <p>4) Minimise factors contributing to climate change</p>	Direct Effects (Short, medium, long term)					
	X	X	X	X	X	X
	Without the plan in place it is uncertain whether necessary mitigation measures will be put in place to avoid adverse impacts on the heathlands and to maintain emissions within acceptable levels.			<p>As set out under objective 1, new development of the level and location set out in the proposed hierarchy is likely to increase the number of car journeys to and from these settlements and may increase levels of harmful emissions which affect air quality and contribute to the causes of climate change. In addition there are emissions and energy used in new development that is also a contributing factor to climate change.</p> <p>In order to avoid / minimise adverse impacts the following mitigation measures can be put in place:</p> <ul style="list-style-type: none"> • Improvements to public transport services • Sustainable construction techniques for new commercial development and use of renewable energy sources <p>This impact is uncertain due to issues with available funding for transport improvements and the take up of these services by the public.</p>		

Sustainability Objectives	Situation without the plan in place.			Option KS1		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	X	X	X	X	X	X
	<p>Without the plan in place there is potentially a lack of co-ordinated mitigation measures across the plan area and sub region to ensure no net increase in harmful emissions which can contribute to air pollution and the causes of climate change.</p>			<p>As set out for objective 1 there are cumulative impacts to consider in terms of potential increases in levels of harmful emissions resulting from increases in the level of car journeys from new commercial and housing development across the plan area and the wider sub region. To avoid net increases in harmful emissions there is a need for improvements in public transport and improving access for walking and cycling. Transport infrastructure improvements across the plan area and the wider sub region are necessary to reduce congestion and to assist free flowing traffic which can reduce emissions levels. The Core Strategy addresses these issues within the Key Strategy and options within the Managing the Natural Environment chapter.</p> <p>Other mitigation measures include a plan area and sub regional approach to strategic tree planting which can reduce the impact of emissions. There is potential for a positive impact but it is dependant on the successful implementation of mitigation measures set out above.</p>		
5) Provide access to meet people's need	Direct Effects (Short, medium, long term)					
	X	X	X	++	++	++
	<p>Without the plan in place there is a lack of a strategic approach for the whole of the plan area to guide future development to the most sustainable and accessible settlements. It is</p>			<p>This option focuses new development to the most accessible settlements across Christchurch and East Dorset. This will help to ensure that the strategy promotes a pattern of development that provides easy access to a range of essential facilities and services. A</p>		

Sustainability Objectives	Situation without the plan in place.			Option KS1		
	<p>uncertain that this would enable a pattern of development to provide access to a range of essential services and amenities.</p>			<p>level of development is also permitted in district, suburban, rural service centres, villages and hamlets commensurate with their role which helps to ensure basic services can be provided not only in the largest settlements and that housing and employment needs are addressed across the plan area.</p> <p>There is potential that this option will generate additional traffic but it is possible to mitigate this impact and enhance access through improvements to public transport and facilitating access by walking and cycling which are proposed by Core Strategy town centre and Key Strategy options. These enhancements also assist generally in reducing the need to travel by car. A limited level of development will acceptable in smaller settlements and rural areas but this will also need to be accompanied by improvements in public transport to ensure improved access to services and facilities.</p> <p>This option will also help to locate new commercial development and employment opportunities in accessible locations.</p>		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	X	X	X	X	X	X
	<p>Without the plan in place there is a lack of a strategic approach for the whole of the plan area to guide future development to the most sustainable and accessible settlements. It is uncertain that this would enable a pattern of development to provide access to a range of essential services and amenities.</p>			<p>The Core Strategy Key Strategy sets out an approach to focus higher density development and a range of essential facilities in the largest, most accessible settlements which include housing, employment, retail, community and health facilities. This strategy has a cumulative positive impact in improving access to a range of facilities and services.</p>		

Sustainability Objectives	Situation without the plan in place.	Option KS1										
		<p>The Core Strategy proposes new housing and commercial development across the plan area which will have an impact on the capacity of the highway network. This is also affected by anticipated housing growth across the South East Dorset sub region. In order to avoid significant adverse impacts on increasing congestion a sub regional approach is required to reduce the need to travel by car and to identify junction and highway improvements required which can be delivered during the plan period to 2027. Due to uncertainty in funding for improvements in transport infrastructure it is uncertain whether an affective approach can be adopted.</p>										
<p>6) Provide a safe and secure environment</p>	<p>Direct Effects (Short, medium, long term)</p>											
-			-		-		+		+		+	
<p>Without the plan in place there would be a lack of a strategic approach to the location of development toward areas of low flood risk.</p> <p>Strategic flood risk assessments (SFRA) have been prepared as part of the local development framework and without SFRAs in place there would be a lack of sufficiently detailed and accurate flood risk data to guide the future location of development.</p> <p>In Christchurch this would mean that a flood risk strategy would not be prepared for the Borough.</p>							<p>A key consideration for this option concerns whether it will limit development in areas affected by flood risk. This option sets out the focus and scale of development appropriate to settlements within the hierarchy and not the specific location of new development which will be addressed in the preparation of site specific allocations DPDs informed by strategic flood risk assessments prepared for the Borough and District.</p> <p>Christchurch is most significantly affected by flood risk which has implications for the location of future development in the town centre. Christchurch is affected by High flood risk in areas of the town centre, Purewell and Mudeford and Stanpit and at Bournemouth Airport and more vulnerable uses will need to be directed away from areas of highest risk. There is opportunity for 'less</p>					

Sustainability Objectives	Situation without the plan in place.	Option KS1						
		<p>vulnerable' uses to come forward in areas of high flood risk where developments can be made safe and flood risk is not increased overall.</p> <p>The Core Strategy sets out a need for a flood risk strategy which will need to inform to the future location of development. The location of future development will be in accordance with the requirements of PPS25 and informed by the strategic flood risk assessments undertaken for each authority area.</p>						
Cumulative / In- combination Effects (If relevant) (Short, medium long term)								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; text-align: center; background-color: red;">-</td> <td style="width: 33%; text-align: center; background-color: red;">-</td> <td style="width: 33%; text-align: center; background-color: red;">-</td> <td style="width: 33%; text-align: center; background-color: green;">+</td> <td style="width: 33%; text-align: center; background-color: green;">+</td> <td style="width: 33%; text-align: center; background-color: green;">+</td> </tr> </table>			-	-	-	+	+	+
-	-	-	+	+	+			
	<p>Without the plan in place there would be a lack of a strategic approach to the location of development toward areas of low flood risk.</p> <p>Strategic flood risk assessments (SFRA) have been prepared as part of the local development framework and without SFRAs in place there would be a lack of sufficiently detailed and accurate flood risk data to guide the future location of development.</p> <p>In Christchurch this would mean that a flood risk strategy would not be prepared for the Borough.</p>	<p>The Core Strategy sets out an approach to the future location of housing and commercial development across the plan area in consideration of the requirements of PPS25 and the strategic flood risk assessments undertaken for each authority area. This approach will direct vulnerable uses to areas of low flood risk in accordance with the requirements of the PPS25 sequential approach. 'Less vulnerable' uses can be considered in areas of higher flood risk subject to application of the sequential approach and flood risk mitigation measures agreed with the Environment Agency to ensure developments are safe and flood risk is not increased overall.</p>						

Sustainability Objectives	Situation without the plan in place.			Option KS1		
7) Create conditions to improve health, promoting healthy lifestyles	Direct Effects (Short, medium, long term)					
	X	X	X	++	++	++
	Without the plan in place there is a lack of a co-ordinated strategic approach across the plan area to assist in providing a balance of health care, leisure services and other amenities which promote healthy lifestyles.			The settlement hierarchy option focuses development in the main settlements and also allows for essential services and facilities provision in other settlements in the hierarchy which is likely to enhance provision of and access to health care, leisure facilities which have a positive impact on health and healthy lifestyles. The focus of development in the main settlements and district centres also helps to reduce the need to travel with new residential development in close proximity to a range of essential services and facilities. These settlements and centres are also the most accessible by a range of transport modes which helps to keep levels of emissions within acceptable levels.		
8) Help make suitable housing available and affordable for everybody	Direct Effects (Short, medium, long term)					
	X	X	X	++	++	++
	Without the plan in place there is a lack of a co-ordinated approach toward the focus for new housing development across the settlements within the plan area to ensure that local housing need is effectively addressed. Other Core Strategy policies also address the level and type of new housing development to meet local need.			This option does not in itself set out the precise level of new housing development to be accommodated in the settlements across the plan area. The level of housing is examined through other Key Strategy Options, area based chapters of the Core Strategy and the Creating Prosperous Communities Chapter. However, this option does direct new residential development to the main urban areas where there are significant opportunities for new residential development to address local housing need in addition to potential green field sites being considered in the Core Strategy. Although new development is concentrated in the main areas thus		

Sustainability Objectives	Situation without the plan in place.			Option KS1		
	option enables an appropriate level of new housing development in other settlements within the hierarchy which assists in addressing housing need for rural areas.					
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	X	X	X	++	++	++
	Without the plan in place there is a lack of a co-ordinated approach toward the focus for new housing development across the settlements within the plan area to ensure that local housing need is effectively addressed. Other Core Strategy policies also address the level and type of new housing development to meet local need.			The settlement hierarchy in combination with other Core Strategy options which address the level of housing to be accommodated across the plan area has a significant positive impact on addressing local housing needs.		
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Direct Effects (Short, medium, long term)					
	X	X	X	+	+	+
	Without the plan in place there is a lack if a strategic approach across the pan area towards the location of development and the provision of essential amenities, employment and training opportunities.			The settlement hierarchy determines the focus for development and does not set out specific development proposals. However, the option does set out broadly the focus for community, cultural, leisure, retail, utility, employment and residential development which is primarily directed toward the main settlements, district centres and suburban centres to a more limited extent. This option will assist with the provision of employment related development that will offer training opportunities, cultural facilities, libraries and recreational facilities. Although development is focused toward the main settlements and district centres the hierarchy identifies requirement for the provision of more limited but essential amenities in rural services centres and villages which also has a positive impact on this objective.		

Sustainability Objectives	Situation without the plan in place.			Option KS1		
<p>10) Protect and enhance historic buildings, archaeological sites and other culturally important features.</p>	Direct Effects (Short, medium, long term)					
	X	X	X	X	X	X
	<p>Without the plan in place the level of future development coming forward across Christchurch and East Dorset settlements is uncertain.</p> <p>The impact on individual is dependant on decisions made on individual applications.</p> <p>Across the plan area existing design guidance and use of national and local conservation policies seek to avoid adverse impacts on the historic environment.</p>			<p>This option identifies the focus for development across the Christchurch and East Dorset settlements but not the specific level of development to be accommodated which is set out in other Core Strategy policies within the Key Strategy and area based chapters. A significant amount of new development in Christchurch is likely to be within a conservation area including the town centre. This is also the case for future development in East Dorset, particularly in Wimborne.</p> <p>This option only deals with the general focus of new development and does not set out specific design requirements for individual developments.</p> <p>Future development in the existing urban areas will need to have a positive impact on conservation areas. There is potential for new development to conflict with conservation area objectives. The Core Strategy includes policy approaches concerning design and appropriate development in conservation areas which should minimise the risk of any adverse impacts on conservation areas. However, there is a degree of uncertainty regarding the cumulative impact of new development on the character of conservation areas due to decisions made on individual applications.</p> <p>Christchurch Shopfronts and Advertisement Design Guide (2005) in addition to design policies in the Core Strategy will assist in ensuring that the qualities of the Christchurch historic environment are maintained.</p>		

Sustainability Objectives	Situation without the plan in place.			Option KS1		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	X	X	X	X	X	X
	<p>Without the plan in place the level of future development coming forward across Christchurch and East Dorset settlements is uncertain.</p> <p>The impact on individual is dependant on decisions made on individual applications.</p> <p>Across the plan area existing design guidance and use of national and local conservation policies seek to avoid adverse impacts on the historic environment.</p>	<p>The Core Strategy sets out broad locations for housing and commercial development across the plan area which may have a cumulative impact on the historic environment of town centres such as Christchurch and Wimborne. As set out above the Core Strategy includes policy approaches concerning design and appropriate development in conservation areas which should minimise the risk of any adverse impacts on conservation areas from future residential, commercial and retail development. However, there is a degree of uncertainty regarding the cumulative impact of new development on the character of conservation areas due to decisions made on individual applications.</p>				
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Direct Effects (Short, medium, long term)					
	+	+	+	++	++	++
	<p>Without the plan in place national policy, local allocations and policies help to direct development to the most sustainable locations to avoid the merging of settlements and the sub urbanisation of the countryside. The Core Strategy and accompanying policies will provide a clearer approach to the location and scale of development.</p>			<p>This option sets out settlements which will be the focus for new development and does not identify the precise level of development to be accommodated across the plan area. Other options within the Core Strategy 'Key Strategy' examine options for the level and location of residential and commercial development. In focusing development in the main settlements where there is development potential within the existing urban area and on brownfield sites this has a positive impact on avoiding the merging of settlements.</p> <p>Development within rural service centres and villages will be of a level and type which is appropriate to the role of the centre which will avoid a level of a</p>		

Sustainability Objectives	Situation without the plan in place.			Option KS1		
				development that could lead to the sub urbanisation of the countryside. Limited development in rural areas in conjunction with other Core Strategy policies to protect and manage the environment and landscape quality should avoid adverse impacts on the Cranborne Chase and West Wiltshire Downs AONB.		
<p>12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.</p>	Direct Effects (Short, medium, long term)					
	X	X	X	++	++	++
	<p>Without the plan in place there is a lack of strategic approach to identify the necessary scale and appropriate broad locations for future development across the plan area as a whole.</p> <p>This may not ensure that the community facilities, cultural, leisure, employment and residential uses are provided where needed to meet local need and to support the local economy.</p>			<p>The settlement hierarchy sets out the focus for community, cultural, leisure, retail, utility, and employment development across the plan area from main centres to the rural villages. The focus of development toward the main settlements and district centres will assist in providing a range of essential facilities, retail, employment opportunities and new housing to meet the needs of local people and the local economy. More limited but essential amenities appropriate to the role of the settlement will be permitted in rural service centres and villages which encourages sustainable economic growth in rural areas in addition to the main urban areas.</p>		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	X	X	X	++	++	++
<p>Without the plan in place the level of future housing delivery and employment land provision (set out in other Core Strategy options) is uncertain which may not meet the needs of the local economy and population.</p>			<p>Other Core Strategy options within the Key Strategy examine in more detail the level of new commercial and residential development that may be appropriate in settlements across the plan area to meet local housing and employment needs and to enhance the vitality and viability of our town and local centres.</p>			

Sustainability Objectives	Situation without the plan in place.	Option KS1
		<p>The Core Strategy also sets out an implementation plan of key infrastructure required to accompany new development anticipated over the plan period to 2027 which will assist sustainable economic growth.</p>
<p>Conclusions</p>	<p>This settlement hierarchy option sets out the focus for community, cultural, leisure, retail, employment and residential development across Christchurch and East Dorset from main settlements, district centres, suburban centres, rural service centres to villages. This option provides a clear strategic approach in conjunction with other Core Strategy policies to guide the broad level and location of development across the plan area.</p> <p>Although this option in itself does not specify the precise level of development to be accommodated in settlements it does set out the focus of development. In terms of impact on sensitive habitats and protected species there is potential for increased levels of emissions from car traffic and increased recreational pressure on the heathlands. As set out for objective 1 there is a range of mitigation measures that can avoid / minimise any potential adverse impact. This is further examined through the Core Strategy habitats regulations assessment.</p> <p>The settlement hierarchy also directs most development to the main urban areas which in conjunction with other Core Strategy policies maximises use of brownfield land. The option also directs most development to the most accessible locations in the main urban areas. More limited development will be required in rural services centres and villages which will in some circumstances need to be accompanied by improvements to public transport. This will help to ensure that there is an appropriate balance of new development and service provision across the settlements appropriate to their role and function and local needs. This option will also need to be supported by a co-ordinated sub regional approach to improvements in public transport services and highways / junctions.</p> <p>This option does not set out the precise location of development and this will be informed by the District and Borough's strategic flood risk assessments and the requirements of PPS25.</p> <p>In combination with other Core Strategy policies concerning housing delivery this option will help to ensure that new housing is provided in the location and of the appropriate level to address local housing need. Additionally in conjunction with other Core Strategy policies concerning design and the historic environment this option should avoid adverse impacts on the historic environment and the urban environment more generally.</p>	

Sustainability Objectives	Situation without the plan in place.	Option KS1
	<p>In respect of the economy the settlement hierarchy sets out where the focus of development will be across the settlements to help to provide a range of facilities, appropriate levels of housing and commercial development to meet local needs and support a sustainable economy. This works to address not only the needs of the main urban areas but also rural service centres and villages.</p> <p>Overall a settlement hierarchy for the plan area is necessary to clearly guide development to the most sustainable locations and to help to ensure that local need are met for essential facilities, housing, retail and employment. This assists in avoiding the merging of settlements and the sub urbanisation of the countryside.</p> <p>This option will be underpinned by an infrastructure plan prepared for the Core Strategy identifying strategic level infrastructure requirements to support the level of development anticipated over the plan period to 2027</p>	

Table B.1

Issue: What should the strategy be toward the location of future development and the Green Belt?

Sustainability Objectives	Situation without the plan in place.	Option KS2				
<p>Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)</p>						
<p>1) Protect, enhance and expand habitats and protected species.</p>	<p>Direct Effects (Short, medium, long term)</p>					
	X	X	X	X	X	X
	<p>The situation without the plan in place does not involve strategic release of the Green Belt to accommodate future housing and employment needs and maintains existing Green Belt boundaries. This is likely to result in less development coming forward over the plan period and less pressure on habitats and protected species</p>			<p>This option does not set out the specific level of development to be accommodated in the plan area as this is examined in other Core Strategy Key Strategy options, area based chapters and Creating Prosperous Communities chapter. This option results in the focus of development in the existing built up area with the exception of limited</p>		

Sustainability Objectives	Situation without the plan in place.	Option KS2
	<p>However, without the plan in place it is uncertain that necessary mitigation measures will be put in place to avoid adverse impacts on the heathlands and mitigation measures to reduce the level of harmful emissions.</p>	<p>changes to Green Belt boundaries to accommodate some new housing and employment development. This is due to the tight boundary of the existing South East Dorset Green Belt.</p> <p>Increases in commercial and residential development anticipated over the plan period and set out in the Core Strategy may increase vehicle traffic and associated levels of emissions. New residential development will result in an increase in population which may increase recreational pressure on the Dorset heathlands SPA, SAC and New Forest SPA, SAC, Ramsar.</p> <p>Christchurch</p> <p>Impacts are uncertain as the exact location for new development is unknown. For Christchurch development will be in close proximity (within 5k for residential development) to the Dorset Heathlands SAC, Dorset Heathlands SPA, Ramsar River Avon SAC and Avon Valley SPA / Ramsar. An increase in residential development may also increase recreational pressure on the New Forest SPA, SAC, Ramsar. Limited new development in Burton in conjunction with the proposed Christchurch Urban Extension may also put pressure on Burton Common SSSI. There is potential for significant effects to be incurred on these designated sites including from increased visitor pressure and levels of emissions.</p> <p>There is also potential for interruption to hydrological regimes e.g. from water abstraction or water pollution.</p>

Sustainability Objectives	Situation without the plan in place.	Option KS2
		<p>It is possible to mitigate these potential impacts through the measures set out below:</p> <p>Possible Mitigation Measures:</p> <p>The Core Strategy proposes the provision of different sites for Suitable Alternative Natural Green Space (SANGs) in conjunction with SANGs and other forms of mitigation such as e.g. the management of recreation identified in the forthcoming Joint Heathlands DPD and the emerging Dorset Green Infrastructure Strategy.</p> <p>Other forms of mitigation to address issues possible increases in emissions include:</p> <ul style="list-style-type: none"> • Improvements to public transport services • Measures to prevent water pollution • Sustainable construction techniques for new commercial development and the use of renewable energy sources • Minimising water usage within new developments • Good practice construction techniques including noise suppression measures and hours of operation <p>East Dorset</p> <p>The focus for new development in East Dorset is in the settlements of Wimborne Minster, Ferndown, West Parley, Verwood and Corfe Mullen. Smaller scale development will be provided in the district centre of West Moors and suburban centres of Colehill and St Leonard's and St Ives. The rural</p>

Sustainability Objectives	Situation without the plan in place.	Option KS2
		<p>service centres of Alderholt, Cranborne, Sixpenny Handley, Sturminster Marshall and Three Legged Cross will provide facilities commensurate with the scale of these settlements. Very limited development will be permitted in Edmondsham, Furzehill, Gaunt’s Common, Gussage All Saints. Gussage St Michael, Hinton Martell, Holt, Horton, Shapwick, Wimborne St Giles , Witchampton, Woodlands / Whitmore.</p> <p>In East Dorset a number of options are being considered for new housing on Green field sites which include options in Wimborne, Corfe Mullen, Ferndown and West Parley, Verwood and West Moors. Options for new employment sites on green field sites are also being considered in East Dorset for Ferndown, Woolsbridge Industrial Estate, Sturminster Marshall, St Leonard's Hospital, Hampreston, and Stapehill.</p> <p>Impacts in East Dorset are also likely to be from increases in emissions from vehicular traffic and from increased pressure on the heathlands from new residential development and the associated increase in population.</p> <p>The most significant impact from increased development in Ferndown, West Parley, Verwood, West Moors and Corfe Mullen is upon the Dorset heathlands SPA / Ramsar and Dorset heathlands SAC. Wimborne is not in close proximity to any European sites so is not likely to result in a significant impact on this objective.</p> <p>Mitigation Measures:</p>

Sustainability Objectives	Situation without the plan in place.	Option KS2			
		<p>Mitigation measures are as those set out for Christchurch above.</p> <p>Overall the impact of this option on sensitive habitats is uncertain as it is dependant on successful implementation of mitigation measures set out above.</p>			
Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
X	X	X	X	X	X
	<p>Without the plan in place there is potentially a lack of co-ordinated mitigation measures across the plan area and sub region to ensure no net increase in harmful emissions and a reduction where possible which could result in adverse impacts on sensitive habitats. There is also uncertainty about a co-ordinated approach to heathland mitigation.</p>	<p>The cumulative impact of anticipated commercial and residential development across Christchurch and East Dorset and the wider sub region upon sensitive habitats needs to be taken into account. The cumulative impact of development over the plan area and wider sub region has implications for potential increases in levels of emissions from increased car traffic and increased recreational pressure on the heathlands from new residential development.</p> <p>The Core Strategy will identify suitable alternative natural green space (SANGs) to serve potential new housing developments of strategic scale such as the north Christchurch urban extension and options for new neighbourhoods in Wimborne, Verwood, Ferndown and West Parley, Corfe Mullen and West Moors. The provision of SANGs will help to reduce increased recreational impact on the Dorset heaths and The New Forest SAC/SPA/Ramsar. The joint Heathlands DPD will also identify heathland mitigation measures including SANG provision for the wider sub region</p>			

Sustainability Objectives	Situation without the plan in place.	Option KS2				
		<p>to help mitigate any increased pressure in the heaths. The successful implementation of mitigation measures has the potential to minimise any cumulative adverse impact.</p> <p>The potential cumulative impact of increased vehicle journeys on the highway network and associated increases in levels of emissions can be minimised through improvements to public transport across Christchurch and East Dorset as set out in Core Strategy town centre options and in the Key Strategy. A strategic approach is also required at a sub regional level for improvements to public transport services and other measures to address levels of emissions such as strategic tree planting schemes.</p> <p>There is a degree of uncertainty regarding the effectiveness of heathland mitigation measures such as SANGs and there is also uncertainty concerning whether sufficient funding will be available for necessary transport infrastructure improvements.</p>				
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)					
	X	X	X	++	++	++
	<p>Without the plan in place there is a lack of a comprehensive strategic approach for the whole of the plan area in directing development to the most sustainable locations which will help to ensure that the use of Brownfield land is maximised.</p>			<p>This option does not specify the specific location of new development but new development brought forward over the plan period will primarily be located in existing urban areas. This will maximise the use of Brownfield land which, in conjunction with other Core Strategy policies, is an efficient use of land. This option sets out that the Core</p>		

Sustainability Objectives	Situation without the plan in place.	Option KS2					
		Strategy will also consider limited release of the Green Belt to accommodate new housing and employment which is required to address local housing need in addition to land available within existing urban areas. Efficient use will be made of green field sites at densities appropriate to local areas.					
5) Provide access to meet people's need	Direct Effects (Short, medium, long term)						
	X	X	X	++	++	++	
	Without the plan in place there is a lack of a strategic approach for the whole of the plan area to guide future development to the most sustainable and accessible settlements. It is uncertain that this would enable a pattern of development to provide access to a range of essential services and amenities.			<p>In conjunction with the settlement hierarchy this option focuses new development to the most accessible settlements across Christchurch and East Dorset. This will help to ensure that the strategy promotes a pattern of development that provides easy access to a range of essential facilities and services. A level of development is also permitted in district, suburban, rural service centres, villages and hamlets commensurate with their role which helps to ensure basic services can be provided not only in the largest settlements and that housing and employment needs are addressed across the plan area.</p> <p>The Core Strategy is considering options for new housing and employment on sites located in the Green Belt as set out above. Should these sites come forward for development there will be a requirement for new services and facilities provision and improvements to transport infrastructure. These issues are explored in detail within the Key Strategy and area based Core Strategy chapters.</p>			

Sustainability Objectives	Situation without the plan in place.			Option KS2			
				<p>New development is likely to generate additional traffic but it is possible to mitigate the impact of increased numbers of trips and enhance access through improvements to public transport and facilitating access by walking and cycling which are proposed by Core Strategy area based and Key Strategy options. These enhancements also assist generally in reducing the need to travel by car. A limited level of development will be acceptable in smaller settlements and rural areas but this will also need to be accompanied by improvements in public transport to ensure improved access to services and facilities.</p> <p>This option will also help to locate new commercial development and employment opportunities in accessible locations.</p>			
Cumulative / In- combination Effects (If relevant) (Short, medium long term)							
X		X	X		X	X	
	<p>Without the plan in place there is a lack of a strategic approach for the whole of the plan area to guide future development to the most sustainable and accessible settlements. It is uncertain that this would enable a pattern of development to provide access to a range of essential services and amenities.</p>			<p>The Core Strategy Key Strategy sets out an approach to focus higher density development and a range of essential facilities in the largest, most accessible settlements which include housing, employment, retail, community and health facilities. This strategy has a cumulative positive impact in improving access to a range of facilities and services.</p> <p>The Core Strategy proposes new housing and commercial development across the plan area which will have an impact on the capacity of the highway network. This is also affected by</p>			

Sustainability Objectives	Situation without the plan in place.	Option KS2				
		<p>anticipated housing growth across the South East Dorset sub region. In order to avoid significant adverse impacts on increasing congestion a sub regional approach is required to reduce the need to travel by car and to identify junction and highway improvements required which can be delivered during the plan period to 2027. Due to uncertainty in funding for improvements in transport infrastructure it is uncertain whether an affective approach can be adopted.</p>				
<p>8) Help make suitable housing available and affordable for everybody</p>	<p>Direct Effects (Short, medium, long term)</p>					
	-	-	-	++	++	++
	<p>Without the plan in place there would not be sufficient land identified for residential development to meet local need identified in the Councils Housing Needs Surveys and Strategic Housing Market Assessment. There is a need to consider limited Green Belt release in Christchurch and East Dorset to effectively address local need.</p>	<p>Although the Regional Spatial Strategy has now been revoked there is still a need to effectively address local housing need which cannot be met purely on sites within existing urban areas. Strategic Housing Land Availability Assessments (SHLAAs) have been undertaken for the Borough and District which examine all land within existing urban areas which can come forward for housing development during the plan period to 2027. The SHLAAs have identified a shortage of suitable, available and achievable housing land to meet local housing need confirmed in the Councils Housing Needs Surveys (2008). In order to effectively address housing and employment requirements for the plan period the Core Strategy is considering limited strategic Green Belt Release which is explored in more detail in the Key Strategy, area based chapters and Creating Prosperous Communities Chapter.</p>				

Sustainability Objectives	Situation without the plan in place.	Option KS2				
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	-	-	-	++	++	++
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.	Direct Effects (Short, medium, long term)					
	+	+	+	++	++	++
	Without the plan in place national policy, local allocations and policies help to direct development to the most sustainable locations to avoid the merging of settlements and the sub urbanisation of the countryside and maintain the existing Green Belt boundary. The Core Strategy and accompanying policies will provide a clearer approach to the location and scale of development across settlements in Christchurch and East Dorset.			<p>This option in combination with other Key Strategy options relating to housing delivery the settlement hierarchy the Key Strategy and Core Strategy options addressing housing need in the area based chapters and Meeting Local Needs Chapter have a significant positive impact on addressing local housing needs.</p> <p>This option in conjunction focuses development within the existing urban area which in conjunction with the proposed settlement hierarchy will focus existing development in main settlements and district centres with more limited development in suburban centres, rural service centres and villages. Focusing development in the main settlements where there is development potential on brownfield sites has a positive impact on avoiding the merging of settlements and maintains the purpose of the existing Green Belt boundary.</p> <p>Development within rural service centres and villages will be of a level and type which is appropriate to the role of the centre which will avoid a level of a development that could lead to the sub urbanisation of the countryside. Limited development in rural areas in conjunction with other Core Strategy policies to protect and manage</p>		

Sustainability Objectives	Situation without the plan in place.			Option KS2		
				the environment and landscape quality should avoid adverse impacts on the Cranborne Chase and West Wiltshire Downs AONB.		
<p>12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.</p>	Direct Effects (Short, medium, long term)					
	X	X	X	++	++	++
	<p>Without the plan in place the Green Belt Boundary would be maintained but this would not enable the delivery of sufficient housing and commercial development to meet the need of local people and the economy.</p> <p>This may not ensure that community facilities, cultural, leisure, employment and residential uses are provided where needed to meet local need and to support the local economy.</p>			<p>This option in conjunction with the settlement hierarchy directs development to existing urban areas for the focus of community, cultural, leisure, retail, utility, and employment uses. The focus of development toward the main settlements and district centres will assist in providing a range of essential facilities, retail, employment opportunities and new housing to meet the needs of local people and the local economy. More limited but essential amenities appropriate to the role of the settlement will be permitted in rural service centres and villages which encourages sustainable economic growth in rural areas in addition to the main urban areas.</p> <p>The consideration of a limited number of sites in the Green Belt for employment and residential development are necessary in order to meet local housing need (identified in Local Housing Needs Surveys and Strategic Housing Market Assessment (2008) effectively and to address the issue of housing affordability. In East Dorset it is necessary to consider options for new employment development in the Green Belt to meet projected</p>		

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Situation without the plan in place.	Option KS2				
		requirements for employment land identified in the Bournemouth, Dorset and Poole Workspace Strategy (2008).				
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	X	X	X	++	++	++
	Without the plan in place the Green Belt Boundary would be maintained but this would not enable the delivery of sufficient housing and commercial development to meet the need of local people and the economy.		<p>Other Core Strategy options within the Key Strategy and area based chapters and Creating Prosperous Communities Chapter examine in more detail the level of new commercial and residential development that may be appropriate in settlements across the plan area to meet local housing and employment needs and to enhance the vitality and viability of our town and local centres.</p> <p>The Core Strategy also sets out an implementation plan of key infrastructure required to accompany new development anticipated over the plan period to 2027 which will assist sustainable economic growth.</p>			
Conclusions	Although this option in itself does not specify the level of development to be accommodated across the plan area it identifies that future development will be contained within the existing South East Dorset Green Belt with the exception of limited Green Belt release to accommodate housing and employment needs (examined in the Key Strategy, Area based chapters and Creating Prosperous Communities Chapter. In terms of impact on sensitive habitats and protected species there is potential for increased levels of emissions from car traffic and increased recreational pressure on the heathlands from new development set out in the Core Strategy to be delivered over the plan period to 2027. As set out for objective 1 there is a range of mitigation measures that can avoid / minimise any potential adverse impact. This is further examined through the Core Strategy habitats regulations assessment.					

Sustainability Objectives	Situation without the plan in place.	Option KS2
	<p>This option makes in combination with other Core Strategy policies makes the best use of existing brownfield sites and maximises the potential of new areas considered on Greenfield sites (considered in more detail within the Core Strategy Key Strategy, area based chapters and Creating Prosperous Communities Chapter). More limited development will be required in rural services centres and villages which will in some circumstances need to be accompanied by improvements to public transport. This will help to ensure that there is an appropriate balance of new development and service provision across the settlements appropriate to their role and function and local needs. This option will also need to be supported by a co-ordinated sub regional approach to improvements in public transport services and highways / junctions.</p> <p>It is necessary for the Core Strategy to consider limited Green Belt release in order to effectively address local housing need identified in the Borough and District Local Housing Needs Surveys (2008) and Strategic Housing Market Assessment (2008). Without the consideration of sustainably located sites in the Green Belt local housing need would not be effectively addressed. This would have an adverse impact on the economy in not providing sufficient houses for employees and effectively addressing housing affordability. It is also necessary to consider sites in the Green Belt for employment in East Dorset in order to meet projected requirements for employment land identified in the Bournemouth, Dorset and Poole Workspace Strategy (2008) for South East Dorset. In combination with other Core Strategy policies concerning housing delivery this option will help to ensure that new housing is provided in the location and of the appropriate level to address local housing need.</p> <p>This option in combination with the settlement strategy avoids the merging of settlements and the sub urbanisation of the countryside as the Core Strategy focuses development in the main settlements and the district centres with only limited Green Belt release in sustainable locations which maintains the purposes of the South East Dorset Green Belt. Overall this option is the most sustainable approach which maintains the purposes of the Green Belt and assists in meeting local housing need and the needs of business.</p>	

Table B.2

Issue: Should we Identify Major Developed Sites in the Green Belt?

Sustainability Objectives	KS3	No Major Developed Site in the Green Belt				
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)						
1 Protect, enhance and expand habitats and protected species	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	=	=	=	+	+	
	This option could allow for additional residential development within 5km of protected heathlands, which would give rise to additional pressures on the heaths. However, the development would only be permitted if these impacts could be mitigated, therefore the impact is likely to be equal.			This option would not allow for additional residential development within 5km of protected heathlands and would therefore not increase the pressure on existing habitats.		
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment					
	+	+	+			
There are areas of nature conservation interest on the site which would be protected if any development were permitted.						
2 Make sustainable use of resources	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	++	++	++	=	=	
	This option would allow for development to take place on a brownfield site.			This option would have a neutral impact on this objective.		

Sustainability Objectives	KS3	No Major Developed Site in the Green Belt					
3 Minimise pollution (including air, water, soil, noise, vibration and light)	Direct Effects (Short, medium, long term) Traffic Light Assessment						
	+	+	+	=	=	=	
4 Minimise factors contributing to climate change	<p>This option should have a neutral impact on traffic generation as due to the location of the site adjacent to the A31, the Highways Agency wish to ensure that any development which takes place does not result in an increase in traffic over and above that which existed on the site when previously operational. Any development on the site should encourage the greater use of public transport.</p> <p>However intensifying residential development close to the main Strategic Highway Network could increase the number of people living in areas of poor air quality.</p> <p>In order to mitigate this potential negative impact, air quality will be monitored by environmental health service and if there is any deterioration in quality, air quality management measures will assess how to manage this issue.</p> <p>The residential or commercial re-development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential and non- residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.</p>			<p>This option would have a neutral impact on this objective.</p>			

Sustainability Objectives	KS3	No Major Developed Site in the Green Belt					
	Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts.						
5 Provide access to meet people's needs	Direct Effects (Short, medium, long term) Traffic Light Assessment						
	=	=	=	=	=	=	
	Any residential development on the site would result in properties not well located relative to existing facilities such as shops, but the site contains an existing community hall and would be well served by the exiting hospital on site. It would not create additional traffic over and above that which previously used the site.			This option will have a neutral impact on this objective as it will not improve or worsen access to meet people's needs.			
8 Help make suitable housing available and affordable for everybody.	Direct Effects (Short, medium, long term) Traffic Light Assessment						
	++	++	++	-	-	-	
	This option could allow for the delivery of additional residential development, which could include a significant element of elderly persons special needs accommodation.			This option would result in no additional development at this site and therefore it would not help to make suitable housing available and affordable for everybody.			
11 Maintain and enhance local distinctiveness	Direct Effects (Short, medium, long term) Traffic Light Assessment						
	+	+	+	-	-	-	
	The option will only allow for development to replace existing buildings on the site to ensure it complies with the guidance in Annex C of PPG2, and combined with design guidance set out elsewhere, will result in an improvement in the built form on the site.			This option will not result in an improvement of the existing buildings on the site and will therefore not help to enhance local distinctiveness.			

Sustainability Objectives	KS3	No Major Developed Site in the Green Belt					
12 Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term) Traffic Light Assessment						
	+	+	+	-	-	-	
	This option could result in the provision of additional employment opportunities in close proximity to centres of population located on an existing public transport route.			This option would result in no additional development at this site and therefore it would not help to make additional employment opportunities available to local residents.			
Conclusions	By considering land at St Leonard's Hospital for inclusion as a major developed site in the Green Belt as part of the Core Strategy this will have more beneficial impacts than by not classifying it as such. The beneficial impacts include more brownfield land being made available for development which in turn may help to make suitable housing available and affordable for everybody, or increased employment opportunities. The potentially harmful impacts of additional development in terms of increased emissions and traffic generation will be mitigated by sustainable forms of development and opportunities for improved public transport facilities.						

Table B.3

Issue: Should the safeguarded sites identified in East Dorset Local Plan policy HSUP3 be placed within the Green Belt?

Sustainability Objectives	Option KS4	Option KS5	Option KS6	Business as usual								
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)												
1 Protect, enhance and expand habitats and protected species	Direct Effects (Short, medium, long term) Traffic Light Assessment											
	-	-	-	--	--	--	++	++	++	++	++	++
	This option will potentially allow for more residential development to be considered within 5km of protected heathland.		This option will result in some land within the urban area being within 400m of protected heathland, with the remainder being within 5km of the heaths.		This option will result in no additional land with development potential being within 5km of protected heathland.		This option will result in no additional land with development potential being within 5km of protected heathland.					

Sustainability Objectives	Option KS4	Option KS5	Option KS6	Business as usual						
	If residential development were to be permitted on the sites within the urban area, its impact on the protected sites would be mitigated.	If residential development were to be permitted on the sites within the urban area, its impact on the protected sites would be mitigated								
Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment										
	=	=	=	=	+	+	+	=	=	=
	<p>If residential development were to be permitted on the sites within the urban area, its impact on the protected sites would be mitigated.</p> <p>In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land with the potential to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential</p>	<p>If residential development were to be permitted on the sites within the urban area, its impact on the protected sites would be mitigated.</p> <p>In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land with the potential to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential</p>	<p>This option would potentially allow for the creation of additional public open space to deflect pressure from the protected heathlands.</p>	<p>This option would have a neutral impact on the protection of protected species and habitat as no development would be permitted.</p>						

Sustainability Objectives	Option KS4	Option KS5	Option KS6	Business as usual								
	development between 400m and 5km of protected Dorset Heaths.	development between 400m and 5km of protected Dorset Heaths.										
2 Make sustainable use of resources.	Direct Effects (Short, medium, long term) Traffic Light Assessment											
	-	-	-	-	-	-	++	++	++	++	++	++
	This option could result in additional development on Greenfield sites.	This option could result in additional development on Greenfield sites	This option would protect these Greenfield sites from development.	This option would protect these Greenfield sites from development.								
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment											
	=	=	=	=	=	=	++	++	++	++	++	++
This option could lead to some additional development which would be carried out in such a way as to make a sustainable use of resources.	This option could lead to some additional development which would be carried out in such a way as to make a sustainable use of resources.	This option would not result in the use of additional resources as it will prevent additional residential development on the areas concerned.	This option would not result in the use of additional resources as it will prevent additional residential development on the areas concerned.									
5 Provide access to meet people's needs.	Direct Effects (Short, medium, long term) Traffic Light Assessment											
	+	+	+	+	+	+	=	=	=	=	=	=
This option could allow for additional development in the urban area which will allow easy access to a range of facilities.	This option could allow for additional development in the urban area which will allow easy access to a range of facilities.	This option will not lead to any additional development and could allow for more access to the open countryside.	This option will not lead to any additional development, and may not lead to more access to the open countryside.									

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option KS4	Option KS5	Option KS6	Business as usual								
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment											
	=	=	=	=	=	=	=	=	=	=	=	=
	The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.	The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.										
8 Help make suitable housing available and affordable for everybody.	Direct Effects (Short, medium, long term) Traffic Light Assessment											
	++	++	++	+	+	+	-	-	-	-	-	-
	This option will make land available for residential development within the existing urban areas which could provide for both open market and affordable housing in sustainable locations. Land at Blackfield Farm could provide an opportunity for additional specialist housing for the elderly.	This option will make some areas of land available for residential development within the existing urban areas which could provide for both open market and affordable housing in sustainable locations. Land at Blackfield Farm could provide an opportunity for additional specialist housing for the elderly. Not all the land included in the urban areas is suitable for development as it lies within 400m of protected heathlands.	This option will not afford opportunities for additional residential development. Those sites within 400m of protected heathland are not appropriate for residential development.	This option will not afford opportunities for additional residential development as the existing policy which applies to the sites prevents development other than for agriculture or forestry. Those sites within 400m of protected heathland are not appropriate for residential development in any event.								

Sustainability Objectives	Option KS4	Option KS5	Option KS6	Business as usual								
11 Maintain and enhance local distinctiveness.	Direct Effects (Short, medium, long term) Traffic Light Assessment											
	=	=	=	-	-	-	++	++	++	++	++	++
	This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of existing settlements.			This option will lead to the loss of land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of existing settlements			This option will protect the countryside from sub-urbanisation.			This option will protect the countryside from sub-urbanisation.		
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment											
	+	+	+	+	+	+	=	=	=	=	=	=
This option will result in the potential for limited additional residential development on the edge of existing settlements where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well.			This option will result in the potential for limited additional residential development on the edge of existing settlements where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well.									

Sustainability Objectives	Option KS4	Option KS5	Option KS6	Business as usual
Conclusions	Option KS3 would allow for limited additional residential development to meet the recognised needs of the locality, and will provide additional affordable housing. The impact of any such development on sites of ecological importance, such as the Dorset Heaths, may be mitigated by providing suitable alternative natural greenspace which will be of benefit to the existing as well as future residents of an area. The remainder of the sites identified in the option, which are close to protected heathland, will be protected from development by their inclusion in the Green Belt.			

Table B.4

Issue: How many new homes should be built in Christchurch between 2012 and 2027?

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
Performance / Significance Assessment (++) Significant Beneficial Impact , + Option Supports Objective but only minor beneficial impact , = Equal or no impact , x Uncertain Impact , - Option conflicts with objective and may result in adverse impact , -- Significant adverse impact)						
1) Protect, enhance and expand habitats and protected species.	Direct Effects (If relevant) (Short, medium, long term) Traffic Light Assessment					
	=	=	=	x	x	x
	This option relates to continuing with a lower rate of expected housing development of 118 units a year in line with current Structure Plan targets. This target has not been arrived at through reference to evidence in the SHLAA, but rather a	This option includes 950 dwellings within the urban extension. The Sustainability Assessment for Option KS7 of the Urban Extension is relevant as this includes 950 – 1250 dwellings. A thorough assessment of on site impacts on	This option includes between 650 – 850 dwellings within the urban extension. The Sustainability Assessment for Option KS8 of the Urban Extension is relevant. A lesser number of dwellings on the urban extension may cause less	This option includes 950 – 1,250 dwellings within the urban extension. The Sustainability Assessment for Option KS7 of the Urban Extension is relevant as this also includes 950 – 1,250 dwellings. An uncertain impact is recorded for the	This option includes 950 dwellings within the urban extension, the same as for Option KS7. Please refer to comments for Option KS7 for assessment of on site impacts on habitats and species.	This option includes 500 – 650 dwellings within the urban extension. The Sustainability Assessment for Option KS9 of the Urban Extension is relevant as this also includes 500 – 650 dwellings. An uncertain impact is recorded for the

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
	<p>continuation of existing planning policy of anticipating sufficient development to come through within the urban area without reference to the need for an urban extension.</p>	<p>habitats and species has been undertaken. This identifies significant adverse impacts in relation to species as well as possible mitigation / compensation measures. Further work is required as part of the HRA assessment to confirm the most appropriate mitigation / compensation measures required which will reflect the results of additional survey work. Therefore an uncertain impact is recorded.</p>	<p>disturbance for on site habitats and species than than the 950 put forward for Option KS7. An uncertain impact is recorded for the same reasons as for Option KS7.</p>	<p>same reasons as Option KS7, although the higher range up to 1,250 dwellings may cause more disturbance for on site habitats and species than the 950 put forward in Option KS7.</p>		<p>same reasons as Option B, although the lower level of housing associated with this option may cause less disturbance to habitats and species in comparison to Options KS7, 8, 9 and 10.</p>

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment						
=	=	=	x	x	x	x
This option does not refer to an urban extension, so will generate no additional impact on habitats and species	The Sustainability Appraisal assessment of secondary effects for Option KS7 of the Urban Extensions are relevant here. This identifies likely impacts on list of habitats of nature conservation importance and the need for a package of mitigation measures including the provision of a SANG.	The Sustainability Appraisal secondary effects for Option KS8 of the urban extensions are relevant here. This option may generate a lesser secondary impact on habitats than for Option KS7 it involves a lower level of housing.	The Sustainability Appraisal secondary effects for Option KS7 of the urban extensions are relevant here. This option may generate a greater secondary impact on habitats than for Option KS7 it involves a higher range of housing up to 1,250 dwellings.	The assessment of secondary effects for Option KS7 are relevant here as Options KS7 and KS10 both include 950 units on the urban extension.	The Sustainability Appraisal secondary effects for Option KS9 of the Urban Extension SA are relevant here as both options include 500 – 650 dwellings. This option may generate a lesser secondary impact on habitats than for Options KS7, 8, 9 and 10. as there is a lower level of housing provision.	
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)						
=	=	=	x	x	x	x
	The Sustainability Appraisal assessment of cumulative impacts for Option KS7 of the	The Sustainability Appraisal assessment of cumulative impacts for Option KS8 of the	The Sustainability Appraisal assessment of cumulative impacts for Option KS7 of the	The assessment of cumulative impacts for Option KS7 is relevant here as Options KS7 and	The Sustainability Appraisal assessment of cumulative impacts of Option KS9 of the Urban Extensions	

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11									
		Urban Extensions are relevant here. The cumulative recreational impact on the Dorset Heath and the New Forest from development within Dorset and Hampshire must be considered within an appropriate mitigation strategy	Urban Extension is relevant here. This option is likely to have a lesser cumulative impact than OptionKS7 as it involves a lower level of housing.	urban extensions is relevant here. This option may generate a greater cumulative impact on habitats than Option KS7 as it involves a higher range of housing up to 1,250 dwellings.	KS10 both include 950 units on the urban extension	SA is relevant here as both options include 500 – 650 dwellings. This option may generate a lesser cumulative impact on habitats than for Options KS7, 8, 9 and 10. as there is a lower level of housing provision.									
2) Make sustainable use of resources.	Direct Effects (If relevant) (Short, medium, long term) Traffic Light Assessment														
	-	-	-	+	+	+	+	+	+	+	+	+	+	+	+
	This option involves future development being concentrated on brown field land without an urban extension. However this is not utilising land south of the railway which is well sustainably and well related to the urban area in effectively addressing local housing need.	Development options considered for the Core Strategy south of the railway line involve amendments to the existing Green Belt Boundary. The results of the SHLAA published in 2010 determine that in order to accommodate the First Detailed	This option brings forward a lower level of housing on the urban extension than Option KS7 and utilises land for housing less effectively. The remaining assessment regarding housing on the urban extension is as per Option KS7.	This option brings forward a higher level of housing on the urban extension than Option KS7 and utilises land for housing more effectively. The remaining assessment regarding housing on the urban extension is as per Option KS7.	This option brings forward the same level of housing on the urban extension as Option KS7, so the same comments apply here. A lower housing potential within the urban area is identified as the site categories of	Think this should be Red – may result in adverse effect. This option brings forward a lower level of housing on the urban extension than Options KS7, 8, 9 and 10 and utilises land for housing in this location the least effectively.									

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
		<p>Proposals housing figure for Christchurch of 3,200 there is a need for in excess of 600 dwellings within the urban extension.</p> <p>The SHLAA process ensures that development opportunities on brown field sites in the existing urban area will be maximised in accommodating Christchurch’s locally established housing target.</p> <p>Development of the urban extension will involve the loss of Grade 2 versatile agricultural land. Any soils that are removed should be utilised elsewhere.</p>	<p>This option also allows for the majority of categories of sites identified within the SHLAA to come forward, but excludes backland sites involving plot severance (accounting for approximately 140 units) This is a less efficient use of land than Option KS8 but better than Options KS10 and KS11.</p>	<p>This option allows for all categories of sites identified within the SHLAA to come forward.</p> <p>This option makes the most efficient use of land as it maximises development potential within the existing urban area and within the urban extension. However there is uncertainty that this level of housing can be delivered within the urban area.</p>	<p>“redevelopment” and “garden land” identified within the SHLAA are excluded (accounting for approximately 640 units). This would result in a less efficient use of land within the urban area than Options KS7, KS8 AND K9.</p>	<p>A lower housing potential within the urban area is identified as the site categories of “redevelopment” and “garden land” identified within the SHLAA are excluded (accounting for approximately 640 units). This would result in a less efficient use of land within the urban area than Options KS7, KS8 and K9.</p> <p>This option makes the least efficient use of land with regard to development potential within the existing urban area and within the urban extension</p>

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
		<p>Development in the urban extension will increase water usage. Measures such as enhanced water efficiency, water harvesting and reuse, should be encouraged in working toward water neutrality.</p> <p>This option maximises development potential south of the railway line. Locating development south of the railway line within the area of search is the least constrained area in close proximity to existing community facilities.</p> <p>This option also allows for the majority of categories of sites identified within the SHLAA to come</p>				

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
		forward, but excludes backland sites involving plot severance (accounting for approximately 140 units). This is a less efficient use of land than Option KS8 but better than Options KS10 and 11.				
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)						
	-	-	X	X	X	X
	This option does not have a positive in-combination impact with housing delivery options in the plan area and the wider sub region as it does not make best use of sustainably located sites for housing.	Since the revocation of the draft South West Regional Spatial Strategy South East Dorset authorities without an adopted Core Strategy in place including Bournemouth, East Dorset and Purbeck and Christchurch have been reassessing local housing targets to be delivered over the plan period. Therefore, the level of housing to be delivered across the sub region is currently uncertain and it is not clear the extent to which the options for the Christchurch urban extension in combination with new housing development across the sub region will contribute to housing need.				

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11											
3) Minimise pollution 4) Minimise factors contributing to climate change:	Direct Effects (If relevant) (Short, medium, long term) Traffic Light Assessment																
	=	=	=	X	x	x	x	x	x	x	x	x	x	x	x	x	x
	<p>This option relates to a continuation of a lower housing target than all other housing options (except Option KS11) and involves future development being concentrated on brownfield land without an urban extension. This is not envisaged to generate an additional impact on factors contributing to climate change.</p>	<p>Option KS7 puts forward 950 dwellings within an urban extension which has significant implications for the level of waste generated and the % of waste directed to landfill. There are opportunities to reduce adverse impacts through the promotion of recycling.</p> <p>Other identified impacts are non-physical disturbance such as noise and light pollution. Mitigation measures could include good practise construction techniques including</p>	<p>Option KS8 presents a level of development of approximately 650 - 850 dwellings which is likely to have a lesser adverse impact than Option B. However, mitigation measures are still required to minimise adverse impacts as set out under Option B.</p>	<p>Option KS9 presents a level of development of approximately 950 - 1,250 dwellings which is likely to have a greater adverse impact than Option KS7. However, mitigation measures are still required to minimise adverse impacts as set out under Option KS7.</p>	<p>Option KS10 puts forward 950 dwellings within an urban extension, so comments for Option KS7 are relevant here.</p>	<p>Option KS11 presents a level of development of approximately 500 - 650 dwellings which is likely to have a lesser adverse impact than Option KS7. However, mitigation measures are still required to minimise adverse impacts as set out under Option KS7B.</p>											

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
		<p>noise suppression measures, hours or operation.</p> <p>This level of development will also increase vehicle traffic to and from new housing sites which will increase levels of CO2 emissions and NOx which contribute to the causes of climate change. In order to minimise / avoid any adverse impacts mitigation measures are required which will include:</p> <ul style="list-style-type: none"> • Measures reducing the need to travel • Improvements in public transport services • Provision of renewable forms of energy 				

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
		<ul style="list-style-type: none"> • Sustainable construction • Strategic tree planting <p>The proposal for development will increase the amount of water abstraction and water pollution. This can be mitigated by measures to prevent water pollution (Core Strategy policy to encourage high standards of construction) and policies which seek to minimise water usage in new developments</p> <p>The impact assessment for this objective for all options assumes effective implementation of mitigation measures. Mitigation measures provide the</p>				

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
		opportunity to achieve no net increase in emissions however population growth will increase the level of waste to landfill and the amount of water abstraction.				
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)						
	=	=	=	x	x	x
	This option involves a lower housing target with future development being concentrated on brown field land without an urban extension. It is not likely to generate additional impacts on factors relating to climate change	The impact of development options considered above needs to be considered in combination with the impact of wider development across the plan area and outside the plan area. Effective mitigation measures will need to be put in place on a wider spatial scale to ensure a reduction in CO ₂ levels and no net increase in NOx levels.				

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
<p>5) Provide access to meet people's need</p>	<p>Direct Effects (If relevant) (Short, medium, long term) Traffic Light Assessment</p>					
	=	=	=	+	+	+
	<p>This option relates to a continuation of the current Structure Plan target of 118 units a year and an assumption that this can be met from within the existing urban area, as the SHLAA has not been referred to as evidence.</p> <p>Development within the existing urban area provides a pattern of development that allows people easy access to facilities. Some parts of Christchurch are less accessible than others (see Area Profiles for more detailed assessment of accessibility within local areas) but in</p> <p>These options put forward varying numbers of units within an urban extension in an area south of the railway. The following comments are relevant to all the Options in assessing the impacts of development in this location on objectives to provide access to meet people's need.</p> <p>Options for development south of the railway are currently well served by public transport (Services every 30 minutes) or can be accessed by minor amendments to existing bus services. The site is approximately 3K from Christchurch rail station.</p> <p>Development in this location will generate additional road traffic which will have an impact on the capacity of the road network. The outputs of the South East Dorset multi modal study will determine the precise impacts of these development options.</p> <p>Regular bus services to the site will contribute to reducing the need to travel and impact on the capacity of the road network. If development proceeds south of the railway improvements to transport infrastructure and bus services will be required supported by a revised obligations policy in the Core Strategy.</p> <p>Land south of the railway line is well served by convenience retail with Sainsbury's adjoining the site and in reasonable proximity to comparison retail in Christchurch town centre, Somerford and Highcliffe.</p> <p>The site is within the catchment area of a range of primary schools including St Josephs, Highcliffe and Somerford Primary and secondary schools including the Grange and Highcliffe.</p> <p>Land south of the railway is in close proximity to the town centre and employment sites in the urban area and the airport. Master planning work for the urban extension will examine the potential for employment development as part of the urban extension.</p> <p>Master planning for the urban extension will determine precise requirements for community facilities to be provided. Improvements to pedestrian, cycling and access to open space provision will also need to be identified as part of the master planning process .</p>					

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
	<p>general the town centre and areas along main transport routes are well served by public transport.</p> <p>Therefore no negative or positive impact on objectives to provide access to meet people’s needs is recorded.</p>	<p>All options bring forward development within the urban area. Option KS9 includes all categories of site identified within the SHLAA for housing potential. Options KS7 and KS8 include sites within the “redevelopment” category but exclude “back land (back gardens) sites involving plot severance. Options E and F exclude redevelopment and backland categories of sites.</p> <p>Development within the existing urban area provides a pattern of development that allows people easy access to facilities. Some parts of Christchurch are less accessible than others (see Area Profiles for more detailed assessment of accessibility within local areas) but in general the town centre and areas along main transport routes are well served by public transport.</p> <p>Development within town centres and along the prime transport corridors and close proximity to employment areas and essential community facilities and services has significant positive impacts on several aspects of the objective of providing access to meet people’s needs. It promotes mixed use development in town centre areas and areas close to other facilities which maximises opportunities for people to easily access facilities. It provides a development pattern that reduces the need to travel by car, lorry or air as development is located close to public transport corridors. Easy accessibility of residents to community / employment facilities will encourage more walking.</p> <p>Locating developments close to town centres and public transport routes reduces the need to travel, encourages alternatives to the car and makes the best use of the existing transport infrastructure.</p> <p>To summarise, all options have a positive impact on accessibility objectives. It is difficult to assess whether one option scores higher than another. Sites within the SHLAA are located across the Borough. If sites within the “redevelopment” category (approx 500) are excluded, this could result in less accessible sites coming forward as an assumption could be made that these types of site are larger and more likely to be in the more built up areas close to town or district centres. If this is the case, Options KS10 and KS11 would score lower.</p>				

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)						
=			x	x	x	
<p>This option relates to a continuation of the current Structure Plan target of 118 units a year and an assumption that this can be met from within the existing urban area, as the SHLAA has not been referred to as evidence.</p> <p>No negative or positive cumulative impact on objectives to provide access to meet people's needs is recorded.</p>	<p>Development within the urban extension in combination with development in existing urban area and South East Dorset will increase road traffic and impact upon the capacity of the road network. The South East Dorset Multi Modal Study will identify infrastructure improvements required to minimise the impact of traffic growth. Measures to reduce the need to travel are also required alongside essential infrastructure improvements. In order to deliver the necessary improvements a two tier approach is required in relation to developer contributions which operate at a Borough and sub regional level.</p> <p>A sub regional approach is required toward the provision of employment land to ensure an appropriate range and quality of job opportunities across South East Dorset to meet the needs of new development in the Borough.</p> <p>Anticipated development in the Borough and the wider sub region will place greater demand on a range of essential community facilities such as education, health, sports and recreation and retail. Enhancements to and provision of new facilities will be required according to need generated by new development and require a cross border approach to need identification and delivery of new services.</p> <p>The extent of any positive or adverse impact will depend upon successful cross border working toward the identification of need for new facilities / infrastructure and the obtaining of necessary resources to secure implementation.</p>					

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
6) Provide a safe and secure environment	Direct Effects (If relevant) (Short, medium, long term) Traffic Light Assessment					
	+	+	+	+	+	+
	<p>This option does not involve land affected by high flood risk. Sites within the urban area coming forward for housing development are assessed against a Sequential Test required by PPS25. This aims to steer new development to areas with the lowest probability of flooding. Only when there are no reasonably available alternative sites within Flood Zone 1 (low probability) can development within Zone 2 (medium probability) or Zone 3 (high probability) be considered.</p>	<p>Options KS7 to 11 put forward varying amounts of units on an urban extension south of the Railway. The majority of the land south of the railway falls within an area of low flood risk (zone 1). There are some areas of medium probability of flooding (zone 2) adjacent to the River Mude, the majority of which is to the east of the river, north of the existing supermarket. Therefore all options do not involve land affected by high flood risk as regards development within the urban extension.</p> <p>All these options also bring forward land within the urban area in varying amounts depending on whether certain categories of land identified for potential within the SHLAA are included or excluded.</p> <p>Sites within the SHLAA included within the first five year supply comprise mainly existing planning consents of which a small number of older consents may include land now identified within areas of flood risk. Over time, as the 5 year supply is updated each year, this will be eliminated as newer consents are assessed against Strategic Flood Risk evidence.</p> <p>Sites within the longer term 6 – 15 year supply are potential “windfall” sites identified through detailed desktop mapping and surveying. A small number of these sites may include parts of a site which fall within areas of flood risk. However, operation of the Sequential Test for residential development (required by PPS 25) will ensure that any sites which include an element of flood risk can only be considered if there are no reasonably available alternative sites within Flood Risk Zone 1 (low probability).</p> <p>Therefore operation of the Sequential Test should ensure that any new development coming forward from the SHLAA is steered to areas with the lowest probability of flooding. However options which include a higher number of units within the urban area could put more pressure on sites where there is an element of flood risk. Option KS9 would therefore pose a higher risk in this respect than other Options.</p>				

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11											
7) Create conditions to improve health, promoting healthy lifestyles.	Direct Effects (If relevant) (Short, medium, long term) Traffic Light Assessment																
	=	=	=	++	+	+											
	This option involves a lower housing target with future development being concentrated on brown field land without an urban extension. It is not likely to have a positive or negative impact on objectives to improve health or promote healthy lifestyles.	All options put forward varying amounts of units on an urban extension south of the Railway. This will provide direct access to open space and alternative natural green space within walking distance of the urban extension. This type of provision will also reduce road traffic as people have the opportunity to recreate locally through access to outdoor facilities which also promotes healthy lifestyles. This is likely to have a strong positive impact in the short term as it is easier to influence the recreational habits of new residents.															
8) Help make suitable housing available and affordable for everybody	Direct Effects (If relevant) (Short, medium, long term) Traffic Light Assessment																
	--	--	--	++	++	++	++	++	++	++	++	++	++	++	++	+	+
	This option is a continuation of the existing situation where there is a lower housing target of 118 a year carried forward with no reference to an urban extension.	This option has the potential to deliver 3,200 dwellings (160 a year) which makes a greater contribution to meeting local housing need than Options KS8, KS10	This option has the potential to deliver between 2,900 – 3,100 (145 – 155 a year) dwellings which makes less contribution towards meeting housing need than Options	This option has the potential to deliver 3,478 – 3,778 dwellings (174 – 189 a year) which makes the most contribution of all options towards meeting housing need.	This option has the potential to deliver 2628 dwellings (131 a year) which makes less contribution to meeting housing need than Options KS7, KS8 and KS9 but more than Option KS11.	This option has the potential to deliver between 2178 and 2328 dwellings (109 – 116 year) which makes the least contribution of all the options towards meeting housing need.											

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
	<p>Without the urban extension, the level of housing that can come forward sustainably in Christchurch will be much lower as this will rely on existing potential. This will make it very difficult to effectively address local housing need.</p>	<p>and KS11. It allows for 950 units within the urban extension which is towards the upper range of the potential identified for this area in the master planning exercise.</p> <p>The overall capacity identified in the Strategic Housing Land Availability Assessment 2009 of a 16.3 year supply relies on a high proportion of development being delivered within the urban extension – 940 units. This shows that the comfortable headroom of meeting the 15 year requirement, taking into account over-estimation of sites and sites not coming forward, is dependent upon the</p>	<p>KS7 and KS9 but more than Options KS10 and KS11.</p> <p>This option allows for the same amount of development coming forward within the urban area as Option KS7 – i.e. it excludes the backland sites involving plot severance (approx 140 units) and applies a 5% discounting rate.</p> <p>Where this option differs from Option KS7 is that it includes less development coming forward from the urban extension – 650 – 850 dwellings.</p> <p>The 16.3 year housing land supply identified within the Christchurch SHLAA 2009 relies on a high</p>	<p>This option includes 950 – 1,250 units within the urban extension which is the extreme upper end of potential identified within this area in the Master planning exercise.</p> <p>Although the 16.3 year housing supply identified in the Christchurch SHLAA 2009 relies on a high proportion of development coming forward within the urban extension, this option identifies an amount over and above that required to enable a comfortable headroom in meeting a 15 year requirement.</p> <p>In order to achieve a delivery of 950 – 1,250 units within the urban extension,</p>	<p>This option includes 950 dwellings within the urban extension – the same amount as for Option KS7. Please refer to Option KS7 which concludes that 950 units is an appropriate amount to identify within the urban extension taking into account evidence in the SHLAA and the Master planning exercise.</p> <p>Where this option differs from Option KS7 is that it includes less development coming forward from the existing urban area. It excludes redevelopment of large dwellings / large plots where the existing dwelling would be subdivided or redeveloped or</p>	<p>This option includes 500 – 650 units within the urban extension. This is considerably less than all other options in this respect. The 16.3 year housing land supply identified within the Christchurch SHLAA 2009 relies on a high proportion of development within the urban extension – 940 units. This option includes considerably less than this within the urban extension. This could therefore place more pressure on the need to find more housing within the existing urban area.</p> <p>This option includes the same amount of development coming forward within the urban area as</p>

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
		<p>urban extension delivering a significantly higher number of units than 600 and potentially in the region of 940. Taking into account this evidence, Option KS7 proposes an appropriate number of units on the urban extension (950).</p> <p>This option includes the majority of categories of sites identified for potential for housing within the SHLAA but excludes backland (back gardens) sites involving plot severance – which account for about 140 units. A discounting rate of 5% is applied.</p> <p>Thus this option proposes an appropriate balance</p>	<p>proportion of development being delivered within the urban extension – 940 units.</p> <p>This option could therefore place more pressure on the need to find sites within the urban area.</p>	<p>higher densities would be required. This may not provide the right mix of family housing and so would not provide suitable housing to meet identified housing needs and demands.</p> <p>This option includes all the categories of site identified within the SHLAA, including the backland (back garden) sites involving plot severance (accounting for about 140 units). Also it does not include a discounting rate of 5 % for non-implementation of planning consents.</p> <p>There is no allowance for sites identified within the</p>	<p>additional dwellings built on the plot. This would exclude all garden land. It is estimated that excluding this category of development would result in the exclusion of 640 units in the SHLAA which accounts for a considerable proportion of overall development within the urban area. It also applies a 5% discounting rate.</p> <p>This option, although identifying an appropriate amount within the urban extension does not make the best use of potential within the existing urban area. It could place more pressure to find alternative sites within the urban area that do not fall within</p>	<p>Option E – ie it excludes redevelopment / subdivision categories identified within the SHLAA – accounting for approx 640 units. It also applies a 5% discounting rate.</p> <p>This option does not make the best use of potential for housing within the urban extension or the existing urban area. The lower amount apportioned within the urban extension will place more pressure finding sites within the urban area which do not fall within the redevelopment / subdivision category. This results in a low overall housing target which is unlikely to meet housing needs.</p>

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
		<p>between the amounts anticipated for new residential development within the urban extension and the urban area. The exclusion of backland sites and discounting rate of 5% for non-implementation of permissions means that there is less risk of insufficient sites coming forward within the existing urban area to contribute towards the overall target as it does not rely on every site within the SHLAA being implemented.</p>		<p>SHLAA not coming forward or for planning permissions not being implemented. Therefore there is a risk that the level of housing proposed will not be delivered.</p> <p>Although this option proposes the most housing, there is uncertainty that this level of housing can be delivered.</p>	<p>the redevelopment / subdivision category. This results in a lower overall housing target which is less likely to meet housing needs.</p>	

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)					
	x		x		x	
	<p>Since the revocation of the draft South West Regional Spatial Strategy South East Dorset authorities without an adopted Core Strategy in place including Bournemouth, East Dorset and Purbeck and Christchurch have been reassessing local housing targets to be delivered over the plan period. Therefore, the level of housing to be delivered across the sub region is currently uncertain and it is not clear the extent to which the options housing delivery in Christchurch in combination with new housing development across the sub region will contribute to housing need.</p>					
10) Protect and enhance historic buildings, archaeological sites and other culturally important features	Direct Effects (If relevant) (Short, medium, long term) Traffic Light Assessment					
	=	=	=	x		x
	<p>This option is a continuation of the existing situation meeting a lower housing target within the urban area, some of which will be accommodated within Conservation Areas. There is not likely to be an additional impact on objectives to protect maintain and enhance listed buildings, conservation areas,</p>			<p>All options include varying amounts of housing units to be delivered on an urban extension south of the railway. Development located south of the railway line is in close proximity to Burton and Verno Lane conservation areas. Future development will need to have a positive impact upon these conservation areas and their settings.</p> <p>At this stage the Core Strategy is purely looking at the location and level of development within the urban extension. Detailed design issues will be addressed in the preparation of a supplementary planning document for the urban extension. Further SA work at this stage will deal with the impact of the proposed urban extension in more detail. Therefore, the impact on conservation areas is uncertain at this stage.</p> <p>All the options include varying amounts of development within the existing urban area, some of which will be accommodated in conservation areas. Future development in the existing urban areas will need to have a positive impact on conservation areas. Option C which includes the highest proportion of development within the urban area may result in more conflict with conservation objectives. The Core Strategy includes policy approaches concerning design and appropriate development in conservation areas which should minimise the risk of any adverse impacts on conservation areas. Density policy will address the issue of appropriate density of housing development in different parts of the Borough. However, there is a degree of uncertainty regarding the cumulative impact of new development on the character of conservation areas due to decisions made on individual applications.</p>		

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
	their settings and other culturally important features.					
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Direct Effects (If relevant) (Short, medium, long term) Traffic Light Assessment					
	=	=	=	x	x	x
	This option reflects a continuation of the existing situation. It is not likely to generate an additional impact on objectives to maintain and enhance local distinctiveness.		All options include varying amounts of housing within an urban extension south of the railway, immediately north of the urban area. Development in this location is well related to the urban area and the railway line provides a clear defensible boundary preventing the risk of urban sprawl and adverse landscape impact north of the railway line. The Core Strategy addresses the broad location of development and uses required within the urban extension. The Core Strategy includes a borough wide policy approach to design which should have a positive impact upon the design quality of new development coming forward within the urban extension. Stage 2 of the master planning process will inform the production of a supplementary planning document which addresses detailed issues of design.			
		All options include varying amounts of development within the existing urban area. New housing will have an impact on the character of the area which can provide opportunities for a positive impact. This precise impact is uncertain at this point as the options do not set out specific development proposals. Option KS8 which includes the highest proportion of development within the urban area may result in more conflict with objectives to enhance the distinctiveness of an area. Any potential negative impacts on an area's recognised design quality can be mitigated by design policy in the Core Strategy to maintain character and local distinctiveness. Density policy will address the issue of appropriate densities for different parts of the Borough.				

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
<p>12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.</p>	Direct Effects (If relevant) (Short, medium, long term) Traffic Light Assessment					
	--	++	++	++	++	+
	<p>This option does not include an urban extension and will result in a significantly lower level of housing delivered in the Borough over the plan period. This will have an adverse impact upon homes available for people seeking to work in the local area and will adversely affect the local economy.</p>	<p>This option includes the provision of 950 new dwellings within an urban extension. This will provide a range of housing, size and type to offer homes to employees, including young people who wish to live and work in the area. This will have a positive impact on the local economy and help to reduce the number of young people leaving the area due to a lack of suitable and affordable housing.</p> <p>This option also includes provision for 2,250 units to be found within the existing urban area. Core Strategy policy</p>	<p>This option includes the provision of between 650 – 850 dwellings within an urban extension, less than Option KS7.</p> <p>This option also includes provision for 2,250 units to be found within the existing urban area. Core Strategy policy for an appropriate mix and size of housing should ensure that there will be a range of housing to meet the needs of employees. Core Strategy policy to reduce the threshold of affordable housing policy should ensure that affordable housing delivery is</p>	<p>This option includes the provision of between 950 – 1,250 dwellings within an urban extension.</p> <p>Although this brings forward the highest number of dwellings, the higher densities required to achieve this may not result in the right mix of family housing being delivered and therefore would have a less positive impact in ensuring that the right type of housing is provided for local employees so that they do not have to move to other areas. Also potential employees with appropriate skills may be put off from relocating to</p>	<p>This option includes the provision of 950 new dwellings within an urban extension. This will provide a range of housing, size and type to offer homes to employees, including young people who wish to live and work in the area. This will have a positive impact on the local economy and help to reduce the number of young people leaving the area due to a lack of suitable and affordable housing.</p> <p>This option also includes provision for 1,678 units to be found within the existing urban area, less than Options</p>	<p>This option includes the provision of 500 – 650 dwellings within an urban extension. This is the lowest number within all the options so will provide less of a range of size and type of housing to meet the needs of employees and less of a positive impact on the local economy.</p> <p>This option also includes provision for 1,678 units to be found within the urban area less than all the options. This would result in less of range of types and sizes of housing to meet the needs of employees. A revision of Core</p>

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
		<p>for an appropriate mix and size of housing should ensure that there will be a range of housing to meet the needs of employees. Core Strategy policy to reduce the threshold of affordable housing policy should ensure that affordable housing delivery is increased, enabling young people and families to stay in the area.</p>	<p>increased, enabling young people and families to stay in the area.</p>	<p>the area to take up employment if there is not sufficient family housing.</p> <p>This option also includes provision for 2,528 units to be found within the existing urban area, higher than all the other options. There is an element of risk that this level of delivery would not be possible to achieve, but if it did this would enable a range of housing to meet the needs of employees. Also Core Strategy policy to reduce the threshold of affordable housing policy would ensure that affordable housing delivery is increased, enabling young people and families to stay in the area.</p>	<p>KS7, KS8 and KS9 but more than Option KS11. This would result in less of a range of housing to meet the needs of employees. A revision of Core Strategy affordable housing policy to reduce the threshold would have less impact and it would result in less affordable housing delivery.</p> <p>Although this option results in less delivery of housing are than Options KS7, KS8 and KS9 it is assessed as having a significant beneficial impact on the economy as it makes the optimum use housing potential within the urban extension.</p>	<p>Strategy affordable housing policy to reduce the threshold would less impact on this option than all the other options and it would result in the least amount of affordable housing delivery.</p> <p>This option has the least positive impact on the local economy. It is assessed as having a minor beneficial impact because it does not make best use of housing potential within the urban extension or the existing urban area.</p>

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)					
	--	--	--	++	++	++
	Without an urban extension and a shortage in the availability of housing land as identified in the SHLAA there is an overall adverse impact on housing delivery and the ability to provide suitable and affordable housing for local employees.		In combination with other Core Strategy policies relating to the delivery of new employment land, growth of retail development in Christchurch and Highcliffe centres and economic policies relating to the airport there is an overall positive cumulative impact upon the local economy. However Options KS10 and KS11 are less effective as they propose a lower housing number.			
Conclusions	<p>In conclusion, as all Options include development within an urban extension south of the railway, there is an impact on habitats and species. However a range of mitigation / compensation measures are identified to avoid / minimise adverse effects on species present in the area of search and the HRA for the Core Strategy will provide further assessment of the impact of development options upon habitats.</p> <p>It is not possible to draw conclusions about the difference between Options KS7 to 11 on their impact on other sustainability objectives to minimise pollution, contribute to climate change, provide access to meet people’s needs, protect and enhance historic buildings and maintain and enhance local distinctiveness as they all have a similar impact.</p> <p>A critical part of the assessment is the impact on meeting housing needs, and also facilitate a growing economy where there are differences between the Options in their ability to satisfy these objectives.</p> <p>Options KS10 and KS11 provide a lower level of housing than Options KS7, KS8 and KS9 and therefore are less effective in meeting housing need.</p>					

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
	<p>Option KS8 provides a lower level of housing than Option KS7 but more than Options KS10 and KS11. However Option C includes a lower level of housing within the urban extension that uses the potential within this area less effectively and places more pressure on delivering sufficient housing within the existing urban area.</p> <p>Although Option KS8 provides more housing than Option KS7, it is concluded that Option KS7 is the most sustainable option. This is because Option KS7 maximises development potential within the urban extension and within the urban area without the risks of a mix of housing which does not include an appropriate amount of family housing within the urban extension due to higher densities required or the uncertainty of sufficient development coming forward within the urban area associated with Option KS8. In conclusion Option KS7 is the most sustainable option in providing more housing to meet local needs and facilitate a growing economy.</p>					

Table B.5

Issue: How many new homes should be built in East Dorset between 2012 and 2027?

Option KS12 cannot be fully formed until there has been public consultation. It is therefore not possible to undertake a sustainability appraisal of the option.

Issue: Where and how much employment development should there be in Christchurch and East Dorset?

Sustainability Objectives	Option KS13	Business as Usual
<p>Performance / Significance Assessment (++) Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)</p>		
<p>1) Protect, enhance and expand habitats and protected species.</p>	<p>Direct Effects (Short, medium, long term) Traffic Light Assessment</p>	
	X	X
	<p>Most future employment development in the districts is likely to come forward at Bournemouth Airport and Ferndown which are in close proximity to European sites.</p>	<p>The need for significant transport infrastructure improvements to enable further employment development to come forward at sites such as</p>

Sustainability Objectives	Option KS13	Business as Usual
	<p>A number of potential new locations are being considered for employment development in East Dorset. These include potential sites at St Leonard’s Hospital site, Cobham Road, Ferndown Industrial Estate, east and south of Ferndown. At this stage specific locations and levels of development are yet to be confirmed to be able to assess the likely habitat impact but these sites are in close proximity to Dorset heathlands SPA / Ramsar, Dorset heaths SAC.</p> <p>The most likely impact on European sites is from increased vehicle traffic to and from these sites and associated harmful emissions. Increased levels of nitrogen oxide as a result of increased traffic levels can have an adverse impact on sensitive habitats.</p> <p>Specific transport infrastructure improvements required to facilitate further employment development coming forward at Bournemouth Airport and at Ferndown have yet to be confirmed. There is potential for infrastructure improvements to have an impact on habitats and species through direct habitat loss, disturbance through construction phase and from emissions. The impact is currently uncertain while infrastructure schemes are still in the process of being determined.</p> <p>Mitigation measures will need to demonstrate ‘nitrogen neutrality’ resulting in no net increase in NOx and N levels and loads, thereby preventing further impacts on internationally designated sites.</p> <p>Further air quality work is required to determine the precise impact on habitats and implications for climate change.</p> <p>Mitigation measures to reduce emissions levels which have an adverse impact on habitats and contribute to climate change include:</p> <ul style="list-style-type: none"> • Implementation of a Green Travel Plan to reduce private car usage and transport emissions. 	<p>Bournemouth Airport means that without the plan in place the potential for significant new employment development is limited. In this respect there would not be the additional trips associated with option A. However, without improvements to transport infrastructure and public transport congestion is likely to remain an issue. Slow moving traffic produce higher levels of emissions than free flowing traffic which can have an adverse impact on habitats including European sites such as the Dorset heaths.</p>

Sustainability Objectives	Option KS13	Business as Usual
	<ul style="list-style-type: none"> • Improvements to public transport enabling access to strategic employment sites such as Bournemouth Airport will assist in lowering emissions. • Measures to minimise energy requirements of new development, through appropriate design to improve thermal efficiency, use of renewable and / or low carbon technologies. • Other mitigation options may include the development of a sub regional planting strategy to filter out pollutants at key transport locations such as transport hubs. • Best construction practice and use of SuDS would avoid potential construction impacts, including contamination and disturbance. • Improved boundary security would protect adjacent habitats, whilst development proposals should include high quality green space to reduce recreational pressure outside the development boundary. <p>The Core Strategy also sets out policies in relation to use of renewable energy, sustainable standards of construction and water efficiency, sustainable drainage which will reduce potential adverse impacts on habitats and species.</p> <p>Due to the uncertainty of impacts at this stage as part of the core strategy habitats regulations assessment an appropriate assessment will be undertaken to determine whether adequate mitigation can be achieved to avoid adverse effect on the integrity of the Dorset heathlands SPA/ Ramsar, Dorset heathlands SAC.</p>	

Sustainability Objectives	Option KS13	Business as Usual						
Secondary Effects (If relevant) (Short, medium, long term)								
X		X		X		X	X	X
<p>Increases in traffic associated with junction improvements at Bournemouth Airport may affect over wintering birds along the Avon Causeway. This may be mitigated through the implementation of a Green Travel Plan or other restriction of traffic on the Avon Causeway.</p> <p>The impact has been recorded as uncertain as it depends upon the successful implementation of mitigation measures.</p>				<p>Without the plan in place there is a degree of uncertainty concerning whether appropriate mitigation measures will be put in place to avoid adverse impacts on over wintering birds located along the Avon Causeway.</p>				
Cumulative / In- combination Effects (If relevant) (Short, medium long term)								
X		X		X		X	X	X
<p>Transport infrastructure improvements enabling new employment development at sites such as Bournemouth Airport and Ferndown and associated traffic increases from new employment development in combination with anticipated sub regional housing development proposals raises significant issues for declining air quality and the associated impact upon habitats and climate change.</p> <p>A co-ordinated sub regional approach is required to achieve nitrogen neutrality and reduce levels of other harmful pollutants that contribute to climate change. Appropriate mitigation measures are set out under the direct impact assessment.</p> <p>A cumulative assessment of implications for direct habitat loss is not possible here without the final infrastructure designs.</p>				<p>Critical levels and loads are currently exceeded for a number of habitats. It is not clear that existing development plans (as of June 2009) in combination with wider proposals, will have an adverse impact on Natura 2000 sites and Ramsar Sites.</p> <p>A sub regional approach is required toward mitigation to achieve nitrogen neutrality. Appropriate mitigation measures are set out under the direct impact assessment above.</p>				

Sustainability Objectives	Option KS13	Business as Usual					
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term) Traffic Light Assessment						
	+	+	+	-	-	-	
	<p>In meeting projected demand for employment land and premises the development potential of existing brown field employment sites will be maximised. Further development of Bournemouth airport will maximise the potential of a strategic Brownfield site.</p> <p>However, in meeting projected demand and in order to provide suitable flexibility over and above these requirements there is a need to consider bringing forward sites currently in the Green Belt. Strategic release of Green Belt land will be considered for employment land options in East Dorset including sites to the south and east of Ferndown.</p>			<p>The Bournemouth, Dorset and Poole Workspace Strategy (2008) identifies projected employment land requirements for Bournemouth, Christchurch and East Dorset which need to be met during the plan period to 2027.</p> <p>Without the plan in place there is a significant shortfall in employment land supply. Additionally, infrastructure deficits affecting sites such as the airport raise issues for existing supply coming forward for development.</p>			
	Secondary Effects (If relevant) (Short, medium, long term)						
+	+	+	-	-	-		
<p>The impact of infrastructure improvements at the airport and serving further employment development at Ferndown will place less pressure on green field and Green Belt sites in South East Dorset for commercial development.</p>			<p>Without a comprehensive package of transport infrastructure improvements and a revised contributions policy it is likely that the level of development that can come forward at key employment sites across the plan area. This will place additional pressure on Green field and Green Belt sites in South East Dorset.</p>				

Sustainability Objectives	Option KS13	Business as Usual				
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	X	X	X	--	--	--
	The provision of sufficient employment land is a cross border issue. Utilisation of existing Brownfield sites for employment development is required across South East Dorset in order to meet projected demand. This is an uncertain impact because it depends on the policy approach of other South East Dorset authorities.			Without the plan in place and associated developer contributions policies and infrastructure improvements across the plan area and south east Dorset it is unlikely that development potential will be maximised on Brownfield sites in the plan area.		
3) Minimise Pollution 4) Minimise factors contributing to climate change	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	X	X	X	X	X	X
	<p>As mentioned above the most significant impact is likely to be from increases in the level of traffic travelling to and from employment sites and potential increases in harmful emissions that can contribute to the causes of climate change. At this point it is unclear what the precise employment mix is likely to be on new employment development coming forward over the plan period. Therefore, the polluting nature of future employment activity and the likely increase in trip generation is uncertain.</p> <p>In order for new commercial development to minimise levels of pollutants it will be necessary to incorporate sustainable standards of construction in working towards achieving zero carbon development.</p> <p>There is a risk of pollutants adversely affecting nearby water courses. This is mitigable through use of sustainable drainage systems as set out above for objective 1.</p> <p>Mitigation measures are as those set out above for objective 1.</p>			Critical levels and loads are currently exceeded for a number of habitats. It is not clear that existing development plans that have planning consent in combination with wider proposals, will have an adverse impact on Natura 2000 sites and Ramsar Sites.		

Sustainability Objectives	Option KS13	Business as Usual			
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)				
	X	X	X	X	X
	<p>New employment development in combination with anticipated sub regional housing development proposals raises significant issues for declining air quality and the associated impact upon habitats and climate change.</p> <p>A co-ordinated sub regional approach is required to achieve nitrogen neutrality and reduce levels of other harmful pollutants that contribute to climate change. Appropriate mitigation measures are set out under the direct impact assessment.</p> <p>A cumulative assessment of implications for direct habitat loss is not possible here without the final infrastructure designs.</p>			<p>Critical levels and loads are currently exceeded for a number of habitats. It is not clear that existing development plans (as of June 2009) in combination with wider proposals, will have an adverse impact on Natura 2000 sites and Ramsar Sites.</p> <p>A sub regional approach is required toward mitigation to achieve nitrogen neutrality. Appropriate mitigation measures are set out under the direct impact assessment above.</p>	
5) Provide access to meet peoples needs	Direct Effects (Short, medium, long term) Traffic Light Assessment				
	+	+	+	--	--
	<p>Improvements to junctions serving strategic employment sites such as Bournemouth Airport and Ferndown will alleviate congestion but congestion levels may increase in the longer term as the network reaches capacity through increases in road traffic.</p> <p>However, this may be avoided / alleviated through measures to reduce the need to travel and improvements in public transport services. Implementation of a Green Travel Plans, improvements in public transport and restrictions on the levels of parking at the airport will help to mitigate against increases in road and air traffic. Improvements to public transport, walking and cycling access are required to improve sustainable access to the airport in particular.</p> <p>Improvements in transport infrastructure will enable further employment development to come forward meeting local need.</p>			<p>Without a comprehensive package of transport infrastructure improvements supported by a revised developer contributions policy this is likely to significantly limit the level of development that can come forward and associated increases in road traffic.</p> <p>The lack of a comprehensive approach to improving transport infrastructure supported by a revised obligations policy will limit access to employment.</p>	

Sustainability Objectives	Option KS13	Business as Usual				
	<p>Employment sites such as Bournemouth airport business park and Ferndown industrial estate are not located in areas easily accessible by a range of transport modes. However, these are existing sites and there are few alternatives where substantial employment development can come forward in more accessible locations. Therefore, improvements in public transport and access by other modes are required for these sites to improve access which are set out in the Core Strategy.</p>					
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)						
X		X	X	--	--	--
	<p>The impact of projected employment growth across the area must be considered in combination with housing growth anticipated across South East Dorset during the plan period. The outputs of the South East Dorset Multi Modal Transport Study 2010 will identify a range of transport infrastructure improvements required across the area. It is currently uncertain whether sufficient funding will be available to deliver the necessary improvements to effectively mitigate against the impact of development across South East Dorset.</p>	<p>Without the plan in place it is unlikely that there will be a co-ordinated approach to transport contributions enabling the delivery of a South East Dorset transport strategy.</p> <p>A lack of a co-ordinated approach toward improvements in transport infrastructure is likely to have an adverse impact upon accessing employment and educational / training opportunities.</p>				
<p>9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of</p>	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	X		X	X	-	-
	<p>The provision of sufficient land and premises to meet projected demand will provide the opportunity for the generation of work based training opportunities through new development. However, the decision of businesses to locate in the area is dependant upon a number of economic factors and not only the provision of employment land which makes the impact on this objective uncertain.</p>	<p>With the plan in place there will be insufficient land identified for employment development which is likely to adversely affect the number of work based training opportunities available.</p>				

Sustainability Objectives	Option KS13	Business as Usual			
basic services and facilities, learning, training, skills knowledge and culture	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)				
	X	X	X	-	-
	<p>The cumulative provision of sufficient employment land with the necessary locational attributes across South East Dorset is essential in providing the opportunity for businesses to locate and provide employment based training opportunities.</p> <p>There is a degree of uncertainty regarding the delivery of sufficient employment land across SE Dorset as it is dependant upon individual Local Planning Authority policy approaches and economic circumstances and subsequently there is a degree of uncertainty concerning the creation of training opportunities.</p>			<p>Without the plans in place across SE Dorset Insufficient land will come forward to meet projected demand over the plan period which will significantly decrease opportunities for the creation of employment based training.</p>	
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term)				
	++	++	++	--	--
	<p>The provision of sufficient land with the appropriate locational attributes and the right type of premises to meet the needs of business is essential in working toward the employment growth projections set out in the Bournemouth, Dorset and Poole Workspace Strategy (2008).</p>			<p>Without the plan/s in place there is insufficient employment land identified in the plan area and across SE Dorset to meet projected requirements and this raises uncertainty regarding the ability to meet projected requirements set in the Bournemouth, Dorset and Poole Workspace Strategy (2008).</p>	
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)				
X	X	X	--	--	--
<p>A co-ordinated sub regional approach is required toward the provision of sufficient land and premises to realise economic potential.</p> <p>There is a degree of uncertainty concerning the achievement of an effective co-ordinated approach the provides sufficient land and premises.</p>			<p>Without plans in place across SE Dorset insufficient land will be brought forward to meet projected demand, adversely affecting economic growth and the generation of employment opportunities.</p>		

Sustainability Objectives	Option KS13	Business as Usual
Conclusions	<p>Option KS13 is the only option that is consistent with national and local policy and guidance. The projected employment land figure is based upon the GVA Grimley Bournemouth, Dorset and Poole Workspace Strategy (2008) and the locational requirements of business is identified through the employment land review process. Option KS13 is likely to have a significant positive impact for economic growth and the generation of employment opportunities. However, in order to meet projected land requirements there is a need for a proportion of supply to come from land options currently being considered in East Dorset which may require selected strategic release of Green Belt land. Increases in vehicle trips to and from employment sites may have an impact on European sites such as the Dorset heaths and increases in emissions also have implications for contributing to climate change. Mitigation measures are set out above to avoid / minimise adverse impacts. Further assessment work is being undertaken through the Core Strategy habitats regulations assessment and Appropriate Assessment to confirm precise impacts and mitigation measures. This assessment will also examine the impact of transport infrastructure improvements (where schemes have been devised) on habitats and emissions levels</p>	

Table B.6

Issue: Is the existing hierarchy of town and district centres appropriate?

Sustainability Objectives	Business as usual:	Option KS14	Option KS15		
<p>Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)</p>					
<p>3) Minimise pollution</p> <p>4) Minimise factors contributing to climate change</p>	<p>Direct Effects (Short, medium, long term)</p>				
	x	x	x	+	+
	<p>Without the Core Strategy and Local Transport Plan in place no comprehensive mitigation measures would be implemented to improve accessibility to the centres by public transport and to reduce pollution and congestion.</p>		<p>The sequential approach advocated in PPS 4 suggests that existing centres should be the first choice for retail and commercial leisure development and the hierarchy will inform the scale of development directed to each centre.</p> <p>Elevating the centres in the hierarchy may have a positive impact, as it may attract more investment and in the medium and long term this would provide for better facilities and choice of services. This would result in the reduction of car journeys to bigger centres such as Bournemouth and Poole and improve air quality.</p>		

Sustainability Objectives	Business as usual:	Option KS14	Option KS15
	Without a clear hierarchy in place there is not an established mechanism to ensure a sustainable pattern of retail development that provides retail facilities in the most sustainable location close to where people live. The situation without the plan in place could lead to extra car trips and higher emissions.		
Cumulative / In- combination Effects (If relevant) (Short, medium long term)			
x	x	x	x
	Without the plan in place no comprehensive mitigation measures would be implemented to improve accessibility to these centres and reduce pollution and congestion.	Both options, in combination with other town centre policies, envisioning the expansion of retail and leisure uses, the option might generate more traffic, as the centre will become a popular destination for shoppers and tourists. In addition there is the potential cumulative impact of increased emissions from development across the plan area and the sub region which will require effective mitigation. However, the uptake of public transport may mitigate the increase of the number of visitors/generated car journeys. In the medium to long term the implementation of this option will depend on the successful implementation of other transport policies aimed at changing attitude to public transport that will encourage the take up of public transport as the main means of getting to the centres. A sub-regional approach is required to effectively address requirements for improvement to transport infrastructure and public transport to enhance positive impacts for accessibility which is formalised through the Core Strategy and Local Transport Plan. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques. The direct impact of the option on the objectives is therefore dependant on the successful implementation of other Core Strategy options and therefore remains uncertain.	

Sustainability Objectives	Business as usual:			Option KS14			Option KS15		
<p>5) Provide access to meet people's need</p>	Direct Effects (Short, medium, long term)								
	x	x	x	+	++	++	+	++	++
	<p>Without the plan in place the actual status and potential of Highcliffe and Barrack Road in the retail hierarchy is not realised.</p> <p>Therefore, the potential of these centres to enhance their retail offer and provide for a range of facilities may not be fulfilled.</p> <p>This may lead to a lack of investment in public transport services to centres such as Highcliffe.</p>			<p>In accordance with the PPS4 sequential test, the option will support development of retail, leisure and cultural facilities, which are currently lacking in the local centre (policy EC5). In the medium and long term this might have a significant beneficial impact on the objective. The elevation of the centre may improve the provision of public transport, making the Barrack Road centre more accessible.</p>			<p>As a direct consequence in the medium and long term the elevation of the Highcliffe centre in the town centre hierarchy may result in improvements to public transport in the area, due to the increased importance of the centre within the Borough. This would improve accessibility.</p> <p>In accordance with the PPS4 the option will support development of retail, leisure and cultural facilities in the centres (policy EC5). In the medium and long term it might have a significant beneficial impact by allowing people to easily access facilities, such as shops and community facilities.</p>		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)								
x	x	x	+			+		+	
<p>Without the plan in place there is a lack of comprehensive framework to ensure the implementation of a package of measures including transport infrastructure and public transport improvements.</p>			<p>Taken with other transport policies aimed at encouraging the take up of public transport, encourage more efficient use of car travel and by providing basic facilities locally the option may have a positive impact on the objective.</p>			<p>Combined with other transport policies, the option will have a positive impact on the objective by encouraging more efficient use of car travel by providing basic community facilities locally. A sub-regional approach is required to effectively address requirements for improvement to transport infrastructure</p>			

Sustainability Objectives	Business as usual:	Option KS14	Option KS15			
		<p>However a sub-regional approach is required to effectively address requirements for improvement to transport infrastructure and public transport to enhance positive impacts for accessibility which is formalised through the Core Strategy and Local Transport Plan.</p>	<p>and public transport to enhance positive impacts for accessibility which is formalised through the Core Strategy and Local Transport Plan.</p>			
<p>9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture</p>	<p>Direct Effects (Short, medium, long term)</p>					
	x	x	x	+	++	++
	<p>Without the plan in place the development potential of Highcliffe and Barrack Road may not be realised. Therefore, the potential for provision of community and cultural facilities in these locations may not be fulfilled.</p>		<p>The sequential approach advocated in PPS 4 suggests that existing centres should be the first choice for retail and commercial leisure development and the hierarchy will inform the scale of development directed to each centre.</p> <p>The elevation of Barrack Road centre in the hierarchy will have a positive impact on the objective, as it may provide for new cultural and recreational facilities, which are lacking at present.</p> <p>The elevation of both the Barrack Road and Highcliffe centres in the hierarchy will have a positive impact on the objective, as it may provide for new cultural and recreational facilities such as improvements to the library in Highcliffe.</p> <p>The place of Christchurch Town Centre at the top of the hierarchy would support proposals to improve the quality and quantity of public amenity space such as Druitt Gardens and enhance other community facilities in this location.</p> <p>Both options score similar in terms of sustainability appraisal mainly because the constrained nature of the Highcliffe centre, which limits the development opportunities within it.</p>			

Sustainability Objectives	Business as usual:			Option KS14			Option KS15		
<p>12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.</p>	Direct Effects (Short, medium, long term)								
	x	x	x	+			++		++
	<p>Without the plan in place the development potential of sustainable centres such as Barrack Road and Highcliffe may not be realised which could have an adverse impact upon economic growth.</p>			<p>The option will contribute to realising the development potential of sustainable retail centres in the Borough. In the medium to long term this may attract further investment in the centre such as from national multiples which will enhance their vitality and viability and establish employment opportunities for local residents.</p>			<p>The option will contribute to realising the development potential of sustainable retail centres in the Borough. In the medium to long term this may attract further investment in the centre and contribute to the enhancement and expansion of niche retail to attract visitors with unique, specialist shops. This would enhance their vitality and viability and establish employment opportunities for local residents.</p>		
	Secondary impacts (If relevant) (Short, medium long term)								
x	x	x	=	=	=	x	-	-	
<p>Without the plan in place the development potential of sustainable centres such as Barrack Road and Highcliffe may not be realised which could have an adverse impact upon economic growth.</p>			<p>No impact.</p>			<p>In the medium and long term the elevation of Highcliffe centre to a town centre may affect the level of investment in Christchurch town centre, diverting development opportunities away from the town centre, which will be the main centre for retail growth. This could have a negative effect on the vitality and viability of the centre and its ability to stay competitive with major centres in Bournemouth.</p>			

Sustainability Objectives	Business as usual:	Option KS14	Option KS15
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)		
	x	x	x
	+		
	<p>Without the plan in place there is a lack of comprehensive framework to ensure the implementation of a package of measures including transport infrastructure and public transport improvements to facilitate sustainable economic growth of our retail centres.</p>	<p>Both options, in combination with other town centre policies, envisioning the expansion of retail and leisure uses, the option might generate more traffic, as the centre will become a popular destination for shoppers and tourists. In addition there is the cumulative impact of development across the plan area and the sub region which will require effective mitigation.</p> <p>However, the uptake of public transport may mitigate the increase of the number of visitors/generated car journeys. In the medium to long term the implementation of this option will depend on the successful implementation of other transport policies aimed at changing attitude to public transport that will encourage the take up of public transport as the main means of getting in the centre. A sub-regional approach is required to effectively address requirements for improvement to transport infrastructure and public transport to enhance positive impacts for accessibility which is formalised through the Core Strategy and Local Transport Plan.</p> <p>The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques. The direct impact of the option on the objectives is therefore dependant on the successful implementation of other Core Strategy options and therefore remains uncertain.</p>	
Conclusions	<p>Options KS14 and KS15 both perform well in terms of sustainability objectives tested. The elevation of both centres may attract economic investment and may also result in the improvement of facilities and better choice of services for the local community. However, the preferred option of just elevating the Barrack Road Local Centre and maintaining Highcliffe's designation as a district centre would concentrate commercial development in Christchurch town centre, which is identified as the main centre for retail growth in the borough. This is unlikely to significantly affect the vitality of Highcliffe district centre due to the shortage of development opportunities in comparison to Christchurch Town Centre which if available could elevate it to the status of a Town Centre.</p>		

Sustainability Objectives	Business as usual:	Option KS14	Option KS15
	<p>Additional car journeys, generated as a result of increased number of visitors of the centre might be mitigated by improving accessibility by public transport. Taken this into account, Options KS14 and KS15 are equally sustainable, however option TC1b is the preferred option.</p> <p>The effectiveness of this option will be measured by footfall counts, rents, levels of unit vacancies and growth in tourism numbers.</p>		

Table B.7

Issue: What should the town centre hierarchy be for East Dorset

Sustainability Objectives	Option KS16	Option KS17			
<p>Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)</p>					
<p>3) Minimise pollution</p>	<p>Direct Effects (Short, medium, long term)</p>				
	+	+	+	X	X
<p>4) Minimise factors contributing to climate change</p>	<p>The sequential approach advocated in PPS 4 suggests that town and district centre sites should be the first choice for retail and commercial leisure development and the hierarchy will inform the scale of development directed to each centre.</p> <p>Elevating the centres may attract more investment and in the medium and long term this would provide for better facilities and choice of services. This would result in the reduction of car journeys to bigger centres such as Bournemouth and Poole and improve air quality.</p>		<p>Without the plan in place, no comprehensive mitigation measures would be implemented to improve accessibility to these centres and reduce pollution and congestion.</p>		

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option KS16	Option KS17				
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	+	+	+	X	X	X
5) Provide access to meet people's need	Direct Effects (Short, medium, long term)					
	+	++	++	X	X	X
	<p>In accordance with the PPS4 sequential test, the option will support development of new and existing retail, leisure and cultural facilities in the centres.</p> <p>As a direct consequence in the medium and long term the elevation of the centres in the town centre hierarchy may result in improvements to public transport, due to the increased importance of the centres within the district. This would improve accessibility.</p>	<p>Without the plan in place, the status and potential of West Moors, Corfe Mullen and West Parley in the retail hierarchy is not realised.</p> <p>The potential for these centres to enhance their retail offer and services in line with their size, will not therefore be fulfilled.</p> <p>This may lead to under investment in public transport services to support the settlement size.</p>				

Sustainability Objectives	Option KS16	Option KS17				
	<p>Also the option will support development that allows people to easily access facilities, such as post offices, shops and community facilities.</p>					
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	+	++	++	X	X	X
	<p>Combined with other transport policies, these options will have a positive impact on the objective by encouraging more efficient use of car travel and by providing basic community facilities locally. A sub-regional approach is required to effectively address requirements for improvements to transport infrastructure and public transport, to enhance positive impacts for accessibility which is formalised through the Core Strategy and the Local Transport Plan.</p>	<p>Without the plan in place, there is no comprehensive framework to ensure the implementation of a package of measures, including transport infrastructure and public transport improvements.</p>				
<p>9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture</p>	Direct Effects (Short, medium, long term)					
	+	++	++	X	X	X
	<p>The sequential approach advocated in PPS 4 suggests that town and district centre sites should be the first choice for retail, commercial and leisure development and the hierarchy will inform the scale of development directed to each centre.</p> <p>The inclusion of Corfe Mullen and West Parley in the hierarchy will help to provide for new cultural and recreational facilities in the settlements.</p> <p>Vibrant settlements will reinforce activity and support community cohesion, reducing the fear of crime and enhancing the vitality of the centres.</p>	<p>Without the plan in place, the potential for each town centre, settlement and shopping parade, may not be realised. Vital community facilities may not be upgraded or provided to support the local community. Ultimately this could lead to social exclusion and an increase in crime.</p>				

Sustainability Objectives	Option KS16	Option KS17				
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term)					
	+	++	++	X	X	-
	The option will contribute to the expansion and diversification of retail units and services in the town and district centres. It will continue to attract investors to the centre such as national retailers who would want to relocate to successful centres. This will provide new employment opportunities for residents. This approach will also attract smaller retailers and employers to the towns, who offer niche independent goods. This will contribute to the vitality and viability of the centres to residents, businesses and visitors.			Without the plan in place, the development potential of the towns, district, local centres and parades of shops will not be fully realised. This could have an adverse impact on economic growth and the vitality and viability of the centres.		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	X	X	X	X	X	X
For both options, over time, there is likely to be greater generation of traffic and higher rents for premises, as they attract shoppers and visitors to them.						
Conclusions	Options KS16 performs well in terms of the sustainability objectives tested. The recognition of the hierarchy of the centres, the towns of Ferndown, Verwood and Wimborne Minster, the District Centre at West Moors, and the Local centres at Corfe Mullen and West Parley, will support the principles of PPS4, and direct investment and growth to these settlements. Additional car journeys generated as a result of the increased number of shoppers or visitors to the centres might be mitigated by improving accessibility by public transport. The effectiveness of this option will be measured by footfall counts, rents, levels of unit vacancies and growth in tourism numbers.					

Table B.8

Issue: Where and how much retail development should there be in Christchurch and East Dorset?

Sustainability Objectives	Business as usual			Option KS18		
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)						
1) Protect, enhance and expand habitats and protected species.	Direct Effects (Short, medium, long term)					
	X	X	X	=	=	=
	<p>Without the plan in place the level of development coming forward in retail centres is uncertain. Therefore, the level of potential increases in road traffic and levels of harmful emissions and other pollutants affecting sensitive habitats is uncertain.</p> <p>There is also a lack of co-ordinated mitigation measures to ensure no net increase in harmful emissions and a reduction where possible which could result in adverse impacts on sensitive habitats in close proximity to town centres.</p>			<p>Christchurch:</p> <p>Increased retail development in Christchurch and Highcliffe centres may increase vehicle traffic to and from these centres. Increased vehicle traffic is likely to result in higher levels of emissions. There is also potential for interruption to hydrological regimes e.g. from water abstraction or water pollution.</p> <p>Impacts are uncertain due to the fact that the exact location of future development is yet to be confirmed. However, as most new retail development for Christchurch is likely to be located in Christchurch town centre new development may be in close proximity to the River Avon SAC and Avon Valley SPA.</p> <p>Possible mitigation measures include:</p> <ul style="list-style-type: none"> • Improvements to public transport services • Measures to prevent water pollution • Sustainable construction techniques for new commercial development and use of renewable energy sources • Minimising water usage within new developments <p>East Dorset:</p>		

Sustainability Objectives	Business as usual			Option KS18		
				<p>New retail development in East Dorset is likely to have similar impacts to Christchurch centres in terms of potential increases in traffic to and from town centres and associated impacts on air pollution.</p> <p>Ferndown / West Parley / Verwood / West Moors</p> <p>Retail growth in these centres is likely to have an impact upon Dorset Heathlands SPA / Ramsar and Dorset Heaths SAC as a result of expanded retail development and impact of vehicle emissions.</p> <p>Mitigation measures for these centres are as set out above.</p> <p>Wimborne:</p> <p>Wimborne town centre is not in close proximity to any European sites so is not likely to result in any significant impact in relation to this objective.</p> <p>Depending on the successful implementation of mitigation measures set out above there is potential for equal or no impact or even a lowering of emissions levels.</p>		
Cumulative / In- combination Effects (If relevant) (Short, medium long term)						
X		X	X	X		X
<p>Without the plan in place the level of development coming forward in retail centres is uncertain. Therefore, the level of potential increases in road traffic and levels of harmful emissions and other pollutants affecting sensitive habitats is uncertain.</p>				<p>The cumulative impact of anticipated commercial and residential development across Christchurch and East Dorset upon sensitive habitats needs to be taken into account.</p>		

Sustainability Objectives	Business as usual	Option KS18
	<p>There is also a lack of co-ordinated mitigation measures to ensure no net increase in harmful emissions and a reduction where possible which could result in adverse impacts on sensitive habitats in close proximity to town centres.</p>	<p>The Core Strategy will identify suitable alternative natural green space (SANGs) to serve potential new housing developments of strategic scale such as the north Christchurch urban extension and options for new neighbourhoods in Wimborne, Verwood, Ferndown and West Parley. The provision of SANGs will help to reduce increased recreational impact on the Dorset heaths and The New Forest SAC/SPA/Ramsar.</p> <p>There is an embargo on housing development within 400m of the heathlands and mitigation required between 400m to 5k. The Dorset Heathlands Interim Planning Framework (2010 – 2011) identifies mitigation measures to address cumulative impacts of increased recreational pressure from new residential development. This will be replaced by the Joint Heathlands DPD. The successful implementation of mitigation measures has the potential to minimise any cumulative adverse impact.</p> <p>The potential cumulative impact of increased vehicle journeys on the highway network and associated increases in levels of emissions can be minimised through improvements to public transport across Christchurch and East Dorset as set out in Core Strategy town centre options and in the Key Strategy.</p> <p>There is a degree of uncertainty regarding the effectiveness of heathland mitigation measures such as SANGs and there is also uncertainty concerning whether sufficient funding will be available for necessary transport infrastructure improvements.</p>

Sustainability Objectives	Business as usual			Option KS18		
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)					
	X	X	X	++	++	++
	<p>Without the plan in place there is a lack of a strategic approach to guide the required level of new retail development necessary to meet needs of the local economy over the plan period to 2027. It is uncertain whether this approach will make best use of brownfield land and provide the basis for the site specific location of retail development.</p>			<p>This option identifies the broad location and level of future retail development to be accommodated across Christchurch and East Dorset over the plan period to 2027. Specific locations for future development will be determined through the preparation of Site Specific Allocations DPDs.</p> <p>In Christchurch and Highcliffe Centres opportunities for future retail development are located on brownfield sites and as such future development will maximise the use of brownfield land. The Core Strategy sets out town centre locations as appropriate areas for higher density development. Therefore, higher density retail development on brownfield sites in existing centres is an efficient use of land.</p>		
	X	X	X	X	X	X
<p>Without the plan in place the level of development coming forward in retail centres is uncertain. Therefore, the level of potential increases in road traffic and levels of emissions contributing to climate change are uncertain.</p> <p>There is also a lack of co-ordinated mitigation measures to ensure no net increase in harmful emissions and a reduction where possible.</p>			<p>As set out under objective 1, new retail development may increase the number of car journeys to town centres and increase levels of harmful emissions that contribute to lowering air quality and contributing to climate change. In addition there are emissions and energy used in new development that is also a contributing factor to climate change.</p> <p>In order to avoid / minimise adverse impacts the following mitigation measures can be put in place:</p>			

Sustainability Objectives	Business as usual			Option KS18		
				<ul style="list-style-type: none"> • Improvements to public transport services • Sustainable construction techniques for new commercial development and use of renewable energy sources 		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	X	X	X	+	+	+
	<p>Without the plan in place the level of development coming forward in retail centres is uncertain. Therefore, the level of potential increases in road traffic and levels of emissions contributing to climate change are uncertain.</p> <p>There is also a lack of co-ordinated mitigation measures to ensure no net increase in harmful emissions and a reduction where possible.</p>			<p>As set out for objective 1 there are cumulative impacts to consider in terms of potential increases in levels of harmful emissions resulting from increases in the level of car journeys from new commercial and housing development across the plan area. To avoid net increases in harmful emissions there is a need for improvements in public transport and improving access for walking and cycling. Transport infrastructure improvements across the plan area and the wider sub region are necessary to reduce congestion and to assist free flowing traffic which can reduce emissions levels. The Core Strategy addresses these issues within the Key Strategy and options within the Protecting the Natural Environment chapter.</p> <p>Other mitigation measures include a plan area and sub regional approach to strategic tree planting which can reduce the impact of emissions.</p>		
5) Provide access to meet people’s need	Direct Effects (Short, medium, long term)					
X	X	X	++	++	++	
<p>Without the plan in place there is a lack of a strategic approach to guide future retail development to the most sustainable and accessible retail centres locations</p>			<p>This option locates most new retail development to the most accessible centres across Christchurch and East Dorset well served by public transport. This will help to</p>			

Sustainability Objectives	Business as usual	Option KS18		
	<p>across the plan area to meet local need. It would also be uncertain whether sufficient retail floorspace of the appropriate type would come forward in Christchurch and East Dorset retail centres to maintain and enhance their vitality.</p>	<p>ensure that the strategy promotes a pattern of development that provides easy access to a range of retail outlets and services.</p> <p>There is potential that this option will generate additional traffic but it is possible to mitigate this impact and enhance access through improvements to public transport and facilitating access by walking and cycling which are proposed by Core Strategy town centre and Key Strategy options. These enhancements also assist generally in reducing the need to travel by car.</p> <p>Additional retail provision across Christchurch and East Dorset town centres will also help to generate additional employment opportunities in accessible locations.</p>		
Cumulative / In- combination Effects (If relevant) (Short, medium long term)				
X			X	
	<p>Without the plan in place there is less opportunity for a co-ordinated approach toward improvements in public transport, junction / highways to reduce congestion.</p> <p>There is also a lack of a co-ordinated approach toward ensuring a suitable range of town centre facilities in addition to future retail provision.</p>	<p>The Core Strategy Key Strategy and Town Centre options set out an approach to focus higher density development and a range of essential facilities in town centre locations which include housing, employment, retail, community and health facilities. This strategy has a cumulative positive impact in improving access to a range of facilities and services.</p> <p>The Core Strategy proposes new housing and commercial development across the plan area which will have an impact on the capacity of the highway network. This is also affected by anticipated housing growth across the South East Dorset sub region. In order to avoid significant adverse impacts on increasing congestion a sub regional approach is required to reduce the need to travel by car</p>		

Sustainability Objectives	Business as usual	Option KS18				
		and to identify junction and highway improvements required which can be delivered during the plan period to 2027. Due to uncertainty in funding for improvements in transport infrastructure it is uncertain whether an affective approach can be adopted.				
6) Provide a safe and secure environment	Direct Effects (Short, medium, long term)					
	--	--	--	+	+	+
	<p>Without the plan in place there would be a lack of a strategic approach toward the location of retail development in areas of low flood risk.</p> <p>Strategic flood risk assessments (SFRAs) have been prepared as part of the local development framework and without SFRAs in place there would be a lack of sufficiently detailed and accurate flood risk data to guide the future location of development.</p> <p>In Christchurch this would mean that a flood risk strategy would not be prepared for the Borough.</p>			<p>A key consideration for this option concerns whether it will limit development in areas affected by flood risk. This option sets out the scale of retail development within retail centres across Christchurch and East Dorset and is not site specific. The specific locations for future retail development will be determined through the preparation of site specific allocations DPDs which will be informed by the strategic flood risk assessments prepared for each authority area.</p> <p>Christchurch is most significantly affected by flood risk which has implications for the location of future retail development in the town centre. The existing high street and Bargates are in areas of low flood risk and there are significant sites which can come forward for development in these locations. However, there are high flood risk areas affecting behind the high street towards Wick Lane, Castle Street, and on part of the Magistrates Court Site. The Core Strategy sets out an option for defining a town centre boundary and vision which incorporates the Gasworks site and Stony Lane as key sites for possible future commercial development including retail. These sites are in flood zone 3a and there is a need for a comprehensive flood risk strategy for this area to be agreed with the</p>		

Sustainability Objectives	Business as usual	Option KS18
		<p>Environment Agency to ensure that 'less vulnerable' uses can come forward in these areas where developments can be made safe and flood risk is not increased overall.</p> <p>The Core Strategy sets out a need for a flood risk strategy which will need to inform to the future location of development in the town centre. Highcliffe Centre is in an area of low flood risk. The location of future development will be in accordance with the requirements of PPS25 and informed by the strategic flood risk assessments undertaken for each authority area.</p> <p>In Wimborne, parts of the town centre are also at risk of flooding. The most significant area where change could take place is around the Allendale Centre and car parks which fall in Flood Zone 3. This could be comprehensively redeveloped to include the market, and any such proposals will need to satisfy the requirements of the Environment Agency.</p>
Cumulative / In- combination Effects (If relevant) (Short, medium long term)		
--	--	--
+	+	+
<p>Without the plan in place there would be a lack of a strategic approach toward the location of retail development in areas of low flood risk.</p> <p>Strategic flood risk assessments (SFRAs) have been prepared as part of the local development framework and without SFRAs in place there would be a lack of sufficiently detailed and accurate flood risk data to guide the future location of development.</p>		<p>The Core Strategy sets out an approach to the future location of housing and commercial development across the plan area in consideration of the requirements of PPS25 and the strategic flood risk assessments undertaken for each authority area. This approach will direct vulnerable uses to areas of low flood risk in accordance with the requirements of the PPS25 sequential approach. 'Less vulnerable' uses can be considered in areas of higher flood risk subject to application of the sequential approach and flood risk mitigation measures</p>

Sustainability Objectives	Business as usual			Option KS18		
	In Christchurch this would mean that a flood risk strategy would not be prepared for the Borough.			agreed with the Environment Agency to ensure developments are safe and flood risk is not increased overall.		
10) Protect and enhance historic buildings, archaeological sites and other culturally important features.	Direct Effects (Short, medium, long term)					
	X	X	X	X	X	X
	<p>Without the plan in place the level of future retail development coming forward across town centres in Christchurch and East Dorset is uncertain.</p> <p>The impact on individual centres is dependant on decisions made on individual applications.</p> <p>Across the plan area existing design guidance and use of national and local conservation policies seek to avoid adverse impacts on the historic environment.</p>			<p>All the options include varying amounts of development within the existing urban area, some of</p> <p>This option identifies the broad location and level of future retail development across retail centres in Christchurch and East Dorset some of which will be located in conservation areas such as Christchurch town centre and Wimborne. This option only deals with the broad location of future retail development and does not set out specific design requirements for individual developments.</p> <p>Future development in the existing urban areas will need to have a positive impact on conservation areas. There is potential for new retail development to conflict with conservation area objectives. The Core Strategy includes policy approaches concerning design and appropriate development in conservation areas which should minimise the risk of any adverse impacts on conservation areas. However, there is a degree of uncertainty regarding the cumulative impact of new development on the character of conservation areas due to decisions made on individual applications.</p> <p>Christchurch Shopfronts and Advertisement Design Guide (2005) in addition to design policies in the Core Strategy will assist in ensuring that the qualities of the Christchurch historic environment are maintained.</p>		

Sustainability Objectives	Business as usual			Option KS18		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	X	X	X	X	X	X
	<p>Without the plan in place the level of future housing, retail and other commercial development coming forward across town centres in Christchurch and East Dorset is uncertain.</p> <p>The impact on individual centres is dependant on decisions made on individual applications.</p> <p>Across the plan area existing design guidance and use of national and local conservation policies seek to avoid adverse impacts on the historic environment.</p>			<p>The Core Strategy sets out broad locations for housing development across the urban areas which in combination with future retail development set out in this option may have a cumulative impact on the historic environment of town centres such as Christchurch and Wimborne. As set out above the Core Strategy includes policy approaches concerning design and appropriate development in conservation areas which should minimise the risk of any adverse impacts on conservation areas from future residential, commercial and retail development. However, there is a degree of uncertainty regarding the cumulative impact of new development on the character of conservation areas due to decisions made on individual applications.</p>		
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term)					
	X	X	X	++	++	++
	<p>Without the plan in place there is a lack of strategic approach to identify the necessary scale and appropriate broad locations for future retail development across town centres in Christchurch and East Dorset. This may result in deficiencies in the range of retail provision in our town centres to meet the needs of the local population to 2027.</p> <p>This could lead to a decline in the vitality and viability of these centres and decline of their market share of local retail expenditure.</p>			<p>This option identifies the level of future retail development that can be accommodated in our existing retail centres to meet projected floorspace requirements identified in the Joint Retail Assessment (2008). This level of floorspace is required to meet anticipated population growth over the plan period to 2027. It is also necessary to provide this level of new retail development to maintain our existing market share of local retail expenditure within our town centres and provide the opportunity to potentially increase market share. Overall, provision of additional retail floorspace (A1) is necessary for the future vitality and viability of retail centres in Christchurch and East Dorset.</p>		

Sustainability Objectives	Business as usual	Option KS18		
		Site Specific Allocations DPDs will determine the precise location of future development within the centres which will be informed by site assessment work undertaken through the Joint Retail Assessment (2008)		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)			
	X	X	X	++
	Without the plan in place the level of future housing delivery and employment land provision is uncertain which may not meet the needs of the local economy and population.	There is a combined positive impact with Core Strategy options to provide sufficient housing and employment land across Christchurch and East Dorset to address local need to 2027.		
Conclusions	<p>Option KS18 sets out the broad location and level of new retail floorspace that can be sustainably accommodated across town centres and larger district centres in Christchurch and East Dorset over the plan period to 2027. There are potential adverse impacts on sensitive habitats and on factors contributing to climate change through Option KS18 also locates development in the centres which are accessible by a range of transport modes which enables access to a range of retail and community facilities. The Core Strategy sets out options for town centres and the wider area for improvements in public transport and highways improvements which possible increases in car traffic to and from the centres. The assessment above sets out a range of mitigation measures to avoid / minimise any potential adverse impact. In relation to flood risk new retail development will be located to appropriate locations consistent with 'less vulnerable' uses and the guidance set out in PPS25 and strategic flood risk assessments undertaken for each authority area. should enhance access. However, there is a need for a sub regional approach for improvements to transport infrastructure to effectively address issues of congestion.</p> <p>There is potential for Option KS18 to have an adverse impact on objectives for conservation areas but existing design guidance and Core Strategy design policies should avoid potential adverse impacts associated with specific applications that will come forward over the plan period.</p> <p>Option KS18also has a very significant positive impact on the vitality and viability of Christchurch and East Dorset centres in providing sufficient retail floorspace to meet the needs of the future population and the local economy over the plan period to 2027. Without this strategic approach to future retail development there may be a decline</p>			

Sustainability Objectives	Business as usual	Option KS18
	in the range of retail facilities and the vitality of these centres. Overall it can be considered that Option KS18 is required to meet the needs of local communities and the economy and there are mitigation measures set out above to avoid / minimise any potential adverse impacts.	

Table B.9

Issue: How can accessibility and Safety be improved to encourage people to use realistic and sustainable alternatives to the car and reduce the impact on climate change?

Sustainability Objectives	Option KS19	Option KS20	Business as usual						
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)									
1) Protect, enhance and expand habitats and protected species	Direct Effects (Short, Medium, long term) Traffic Light Assessment								
	++	++	++	+	+	+	X	-	--
	This option will reduce the need to travel by car by promoting alternative modes of transport. Congestion levels will fall with a resulting fall in pollution levels. These levels will also fall as fewer vehicles will be on the road network and therefore nitrogen deposition will be minimised.			This option will not reduce the need to travel by car as much as KS19. However, congestion levels will fall with a resulting fall in pollution levels. These levels will also fall as fewer vehicles will be on the road network and therefore nitrogen deposition will be minimised.			Without a change towards alternative modes to the car which are encouraged by Option KS19, the use of the car will remain. As over time, congestion will rise and nitrogen deposition will increase, thus affecting habitats.		

Sustainability Objectives	Option KS19	Option KS20	Business as usual
Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment			
+	+	+	-
Promotion of alternative modes will reduce CO ₂ emissions and therefore minimise nitrogen deposition.	Promotion of alternative modes will reduce CO ₂ emissions and therefore minimise nitrogen deposition.	Promotion of alternative modes will not be sufficient to reduce CO ₂ emissions significantly or minimise nitrogen deposition.	
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)			
++	++	++	-
If all measures to promote a shift to modes other than the car are implemented, then congestion and pollution levels will fall. If the PTC improvements are implemented to support the levels of growth in the Core Strategy, this should mean that the transport network has sufficient capacity and therefore congestion will not occur, thus keeping emission levels low.	If all measures to promote a shift to modes other than the car are implemented, then congestion and pollution levels will fall. If the PTC improvements are implemented to support the levels of growth in the Core Strategy, this should mean that the transport network has sufficient capacity and therefore congestion will not occur, thus keeping emission levels low. However, the reduced scope of the Prime Transport Corridors makes this option less positive than KS19.	Creating alternatives to the car is a key measure to the reduction of CO ₂ emissions. The non implementation of improvements to public transport, cycling and walking will mean the transport network will struggle to manage with the number of cars, leading to increased congestion. Nitrogen deposition will rise as a result.	--

Sustainability Objectives	Option KS19	Option KS20	Business as usual						
2) Sustainable use of resources	Direct Effects (Short, Medium, long term) Traffic Light Assessment								
	++	++	++	+	+	+	X	-	--
	This policy will improve provision of public transport and will ensure that transport infrastructure serves town centres. It will promote a pattern of development that will allow easy access to town centres by a variety of modes other than the car.			This policy will improve provision of public transport and will ensure that transport infrastructure serves town centres. It will promote a pattern of development that will allow easy access to town centres by a variety of modes other than the car. However, the reduced scope of the Prime Transport Corridors makes this option less positive than KS19.			Town centres will become more congested, which may in the medium and long term affect the ability of our town centres transport networks to operate safely and efficiently.		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)								
++	++	++	++	++	++	++	-	-	-
This will form part of a broader spatial strategy to create sustainable development across the South East Dorset Area, encouraging development in town centres.			This will form part of a broader spatial strategy to create sustainable development across the South East Dorset Area, encouraging development in town centres.			This will impact on the ability of the councils to create a sustainable spatial strategy.			
3) Minimise pollution	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	++	++	++	+	+	+	=	-	--
	This option will reduce the need to travel by car by promoting alternative modes of transport. Congestion levels will fall with a resulting fall in pollution levels. These levels will also fall as fewer vehicles will be on the road network.			This option will reduce the need to travel by car by promoting alternative modes of transport. Congestion levels will fall with a resulting fall in pollution levels. These levels will also fall as fewer vehicles will be on the road network. However, the reduced scope			Without a change towards alternative modes to the car which are encouraged by pTR1a, the use of the car will remain. As Over time, congestion will rise and pollution levels increase..		

Sustainability Objectives	Option KS19	Option KS20	Business as usual						
		of the Prime Transport Corridors makes this option less positive than KS19.							
Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment									
	++	++	X	+	+	X	=	=	=
	Promotion of modes other than the car could free up road capacity with the subsequent move back to the car by existing residents or as a result of the growth in the borough and district. This would result in a return to congestion and higher pollution levels in the long term unless this creation of road space is mitigated by alterations to the network. Taking space from the road to form corridors for buses and cycling and enlarging pavements for pedestrian use would provide this mitigation.	As Option KS19. However, the reduced scope of the Prime Transport Corridors makes this option less positive than KS19.	Promotion of alternative modes to a lesser extent. This will have a lower effect than the other two options.						
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)									
	++	++	++	+	+	+	=	-	-
	If all measures to promote a shift to modes other than the car are implemented, then congestion and pollution levels will fall. If the PTC improvements are implemented to support the levels of growth in the Core Strategy, this should mean that the transport network has sufficient	If all measures to promote a shift to modes other than the car are implemented, then congestion and pollution levels will fall. If the PTC improvements are implemented to support the levels of growth in the Core Strategy, this should mean that the transport network has sufficient capacity and therefore congestion will	Creating alternatives to the car is a key measure to the reduction of CO ₂ emissions. The non implementation of improvements to public transport, cycling and walking will mean the transport network will struggle to manage with the number of cars, leading to increased congestion. Pollution will rise as a result.						

Sustainability Objectives	Option KS19	Option KS20	Business as usual						
	capacity and therefore congestion will not occur, thus keeping pollution levels low.	not occur, thus keeping pollution levels low. However, the reduced scope of the Prime Transport Corridors makes this option less positive than KS19.							
4) Minimise factors contributing to climate change	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	+	++	++	++	++	++	=	-	-
	This option will reduce the need to travel by car by promoting alternative modes of transport. Congestion levels will fall with a resulting fall in emission levels. These levels will also fall as fewer vehicles will be on the road network.			As KS19, but, the reduced scope of the Prime Transport Corridors makes this option less positive.			Without significant public transport improvements growth will continue to occur but without the associated transport improvements congestion will worsen and CO ₂ emissions will rise, thus contributing to climate change.		
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment								
+	++	X	+	+	X	-	--	--	
Promotion of modes other than the car could free up road capacity with the subsequent move back to the car by existing residents or as a result of the growth in the borough and district. This would result in a return to congestion and higher emission levels contributing to climate change in the long term unless this creation of road space is mitigated by alterations to the network. Taking space from the road to form corridors for buses and cycling and enlarging pavements for pedestrian use would provide this mitigation.			As KS19, but, the reduced scope of the Prime Transport Corridors makes this option less positive.			Growth will continue to occur but without the associated transport improvements congestion will increase and CO ₂ emissions will rise. Transport contribution to climate change will increase.			

Sustainability Objectives	Option KS19	Option KS20	Business as usual						
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)								
	++	++	++	+	+	+	-	--	--
	If all measures to promote a shift to modes other than the car are implemented, then congestion and pollution levels will fall. If the PTC improvements are implemented to support the levels of growth in the Core Strategy, this should mean that the transport network has sufficient capacity and therefore congestion will not occur, thus keeping emission levels low.			As KS19, but, the reduced scope of the Prime Transport Corridors makes this option less positive.			Creating alternatives to the car is a key measure to the reduction of CO ₂ emissions. The non implementation of improvements to public transport, cycling and walking will mean the transport network will struggle to manage with the number of cars, leading to increased congestion. CO ₂ levels will rise as a result.		
5) Provide access to meet people's need	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	++	++	++	+	+	+	X	-	--
	This policy will improve provision of public transport and will ensure that transport infrastructure serves local needs. It will promote a pattern of development that will allow easy access to recreation, health, employment and retail facilities by a variety of modes other than the car.			As KS19, but, the reduced scope of the Prime Transport Corridors makes this option less positive.			Access to facilities serving local needs will remain dependant on the car and the existing public transport service. Those with a car will find the road network increasingly congested and those without a car will be reliant on the existing bus routes and cycling and walking facilities.		

Sustainability Objectives	Option KS19	Option KS20	Business as usual						
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment								
	++	++	++	+	+	+	X	-	--
	This option will help to promote a healthier population through the use of active travel modes and the creation of easy access to facilities which promote good health.			As KS19, but, the reduced scope of the Prime Transport Corridors makes this option less positive.			It will be harder to promote a healthier population as the facilities for active transport will not be in place.		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)								
+	+	+	+	+	+	--	--	--	
This will form part of a broader spatial strategy to create sustainable development across the South East Dorset Area.			This will form part of a broader spatial strategy to create sustainable development across the South East Dorset Area. However, the reduced scope of the Prime Transport Corridors makes this option less positive than KS19.			There will be no contribution towards a sustainable development pattern.			
7) Create conditions to improve health, promoting healthy lifestyles	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	++	++	++	+	+	+	+	+	+
	By encouraging the use of other modes which will include walking and cycling, access to leisure, health, green space and countryside will all be improved and exercise promoted, thus healthier lifestyles will be promoted.			By encouraging the use of other modes which will include walking and cycling, access to leisure, health, green space and countryside will all be improved and exercise promoted, thus healthier lifestyles will be promoted. However, the reduced scope of the Prime Transport Corridors makes this option less positive than KS19.			This option will encourage walking and cycling but to a lesser extent than the other options.		

Sustainability Objectives	Option KS19	Option KS20	Business as usual						
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment								
	++	++	++	+	+	+	+	+	+
	<p>This option will help to promote a healthier population through the use of active travel modes and the creation of easy access to facilities which promote good health.</p>	<p>This option will help to promote a healthier population through the use of active travel modes and the creation of easy access to facilities which promote good health. However, the reduced scope of the Prime Transport Corridors makes this option less positive than KS19.</p>		<p>There will be fewer facilities for active travel and access to facilities will not be improved to such an extent.</p>					
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)								
++	++	++	++	++	++	+	+	+	
<p>This will form part of a broader spatial strategy to create sustainable development across the South East Dorset Area.</p>	<p>This will form part of a broader spatial strategy to create sustainable development across the South East Dorset Area.</p>		<p>This will form part of a broader spatial strategy to create sustainable development across the South East Dorset Area, but the benefits will be less.</p>						
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres	Direct Effects (Short, Medium, long term) Traffic Light Assessment								
++	++	++	++	++	++	-	-	--	
<p>This policy will improve provision of public transport and will ensure that transport infrastructure serves town centres. It will promote a pattern of development that will allow easy access to employment and retail facilities by a variety of modes other than the car.</p>	<p>As KS19.</p>		<p>This policy will not improve provision of public transport and will not ensure that transport infrastructure serves town centres. It is less likely to promote a pattern of development that will allow easy access to employment and retail facilities by a variety of modes other than the car.</p>						

Sustainability Objectives	Option KS19	Option KS20	Business as usual						
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)								
	++	++	++	++	++	++	-	-	--
	This will form part of a broader spatial strategy to create sustainable development across the South East Dorset Area, encouraging development in town centres and creating access to employment.			As KS19.			This will impact on the ability of the councils to create a sustainable spatial strategy, and therefore congestion will continue to have a negative impact on the economy.		
Conclusions	The first two options score positively against the objectives. The business as usual option has a much lower impact on the reduction on car use. Whilst overall option KS19 has been shown to be more beneficial against these objectives as it offers the widest scope of sustainable travel options. The business as usual option requires the least funding and is therefore the most deliverable in the short, however, the negative and uncertain impacts of this must be recognised. The impacts of the options will be measured through the Local Transport Plan.								

Table B.10

Issue: How can connectivity be enhanced so that economic prosperity can be improved?

Sustainability Objectives	Option KS21	business as usual					
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)							
1) Protect, enhance and expand habitats and protected species.	Direct Effects (Short, medium, long term) Traffic Light Assessment						
	++	++	x	-	--	--	
	Whilst these schemes will reduce congestion they will not reduce the need to travel or transport goods by car or lorry. The option is aimed at improving the connectivity of the region which is required as a result of the development proposed. In the short term, junction improvements on A31 will reduce congestion and ease traffic queues, thus reducing emission levels. Medium to long term improvements will provide greater benefit and further reduce congestion and emission levels. However, whenever improvements are made to the network, drivers are attracted to those sections and congestion may reoccur in the long term. Emission levels would then rise again, with a subsequent effect on habitats.			If improvements are not made to the network, congestion will increase resulting in increasing emissions from traffic idling in queues, thus having a negative impact on habitats.			
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment						
+	+	-	-	-	-		
Reducing congestion will lower pollution levels. However, as the creation of more capacity may lead to more drivers using the improved sections of roads, in the long term pollution levels may revert to higher levels again, thus contributing to damage to habitats.			Non-delivery of these schemes will mean that road congestion will continue to become worse on the wider network. Emission levels will therefore become higher across the wider area, having a negative impact on habitats.				

Sustainability Objectives	Option KS21	business as usual			
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)				
	+	+	+	+	+
	<p>Implementing improvements to public transport, walking and cycling would reduce dependency on the car and would reduce the number of local journeys. This would lead to a lower number of journeys on the trunk roads. Whilst increasing capacity as a result of improvements is likely to attract drivers to the improved sections, this reduction in use created by the modal shift may counteract this increase. Factors contributing to habitat damage may therefore decrease.</p>			<p>Implementing improvements to public transport, walking and cycling would reduce dependency on the car and would reduce the number of local journeys. This would lead to a lower number of journeys on the trunk roads. Not implementing improvements to the network would not attract drivers to fill up the improved sections. Thus emission levels may decrease with benefits to habitats.</p>	
3) Minimise pollution	Direct Effects (Short, medium, long term) Traffic Light Assessment				
	+	++	x	-	--
	<p>Whilst these schemes will reduce congestion they will not reduce the need to travel or transport goods by car or lorry. The option is aimed at improving the connectivity of the region which is required as a result of the development proposed. In the short term, junction improvements on A31 will reduce congestion and ease traffic queues, thus reducing pollution levels. Medium to long term improvements will provide greater benefit and further reduce congestion and pollution levels. However, whenever improvements are made to the network, drivers are attracted to those sections and congestion may reoccur in the long term. Pollution levels would then rise again.</p>			<p>If improvements are not made to the network, congestion will increase resulting in increasing pollution from traffic idling in queues.</p>	

Sustainability Objectives	Option KS21	business as usual			
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment				
	+	+	-	-	-
	Reducing congestion will lower pollution levels. However, as the creation of more capacity may lead to more drivers using the improved sections of roads, in the long term pollution levels may revert to higher levels again.	Non-delivery of these schemes will mean that road congestion will continue to become worse on the wider network. Air pollution levels will therefore become higher across the wider area.			
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)				
	+	+	+	+	+
Implementing improvements to public transport, walking and cycling would reduce dependency on the car and would reduce the number of local journeys. This would lead to a lower number of journeys on the trunk roads. Whilst increasing capacity as a result of improvements is likely to attract drivers to the improved sections, this reduction in use created by the modal shift may counteract this increase. Pollution levels may therefore decrease.	Implementing improvements to public transport, walking and cycling would reduce dependency on the car and would reduce the number of local journeys. This would lead to a lower number of journeys on the trunk roads. Not implementing improvements to the network would not attract drivers to fill up the improved sections. Thus pollution levels may decrease.				
4) Minimise factors contributing to climate change	Direct Effects (Short, medium, long term) Traffic Light Assessment				
-	-	-	-	--	--
Only one of the schemes in the medium term (2014-2019) includes bus priority measures as part of it. The other schemes do not reduce the need to travel by car or lorry and will not encourage the use of alternative modes of transport. Whilst these schemes will reduce congestion they will not on the whole, reduce the need to travel or transport goods by car or lorry. The option is aimed at improving the connectivity of the region which is required as a result of the development proposed. In the short	If improvements are not made to the network, congestion will increase resulting in increasing CO2 emissions from traffic idling in queues thus contributing to climate change.				

Sustainability Objectives	Option KS21	business as usual								
	<p>term, junction improvements on A31 will reduce congestion and ease traffic queues, thus reducing pollution levels. Medium to long term improvements will provide greater benefit and further reduce congestion and pollution levels. However, whenever improvements are made to the network, drivers are attracted to those sections and congestion may reoccur in the long term.</p> <p>Factors contributing to climate change will not be reduced effectively.</p>									
Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment										
++		+		-		-		--		--
Reducing congestion will lower pollution levels. However, as the creation of more capacity may lead to more drivers using the improved sections of roads, in the long term pollution levels may revert to higher levels again, thus contributing to climate change.		Non-delivery of these schemes will mean that road congestion will continue to become worse on the wider network. CO2 levels will therefore become higher across the wider area.								
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)										
++		++		+		+		+		+
Implementing improvements to public transport, walking and cycling would reduce dependency on the car and would reduce the number of local journeys. This would lead to a lower number of journeys on the trunk roads. Whilst increasing capacity as a result of improvements is likely to attract drivers to the improved sections, this reduction in use created by the modal shift may counteract this increase. Factors contributing to climate change may therefore decrease.		Implementing improvements to public transport, walking and cycling would reduce dependency on the car and would reduce the number of local journeys. This would lead to a lower number of journeys on the trunk roads. Not implementing improvements to the network would not attract drivers to fill up the improved sections. Thus pollution levels may decrease.								

Sustainability Objectives	Option KS21	business as usual				
5) Provide access to meet people's need	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	+	+	+	x	x	x
	<p>The proposal for the B3073 improvements Parley Cross to A338 Cooper Dean to accommodate future development around the airport will encourage more efficient use of the car (car sharing) in a High Occupancy Vehicle lane thus improving accessibility to meet local needs in that area.</p> <p>Policies relating to the trunk road network are designed to improve conditions for long distance traffic and will not necessarily improve local movements but will enable access to those facilities such as theatres, high level health care and employment outside of the south east Dorset area which are not found within it.</p>			<p>With worsening congestion travellers will have to find alternative routes or use alternative modes or choose to travel at different times of the day to access services, facilities and employment. Therefore congestion could have a detrimental effect on meeting peoples needs or it could have a positive impact on encouraging different forms of transport.</p> <p>People may alternatively accept they will have reduced accessibility to their needs.</p>		
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment					
				+	+	+
				<p>Increasing demand for alternative modes may have the effect of increasing the ease of use of those other modes, e.g. increasing bus frequencies.</p>		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)					
+	+	+	-	-	--	
<p>Implementing improvements to public transport, walking and cycling would reduce dependency on the car and would reduce the number of local journeys. This would lead to a lower number of journeys on the trunk roads.</p>			<p>Increasing numbers of people would struggle to access facilities due to congestion across the network.</p>			

Sustainability Objectives	Option KS21	business as usual					
	<p>Whilst increasing capacity as a result of improvements is likely to attract drivers to the improved sections, this reduction in use created by the modal shift may counteract this increase.</p> <p>The implementation of both policies would create additional capacity on the road network and would therefore, in tandem, improve access to both local facilities and the higher level facilities found outside of the area.</p>						
<p>7) Create conditions to improve health, promoting healthy lifestyles, especially routine daily exercise and reducing health inequalities.</p>	<p>Direct Effects (Short, medium, long term) Traffic Light Assessment</p>						
	=	=	=	--	--	--	
	<p>These policies, by increasing network capacity and therefore improving connectivity, will increase access to health facilities in particular those outside of the area and elsewhere in South East Dorset or further away.</p> <p>They will have little effect on access to local facilities and do not encourage active travel.</p> <p>The proposal for the B3073 improvements Parley Cross to A338 Cooper Dean to accommodate future development around the airport will encourage more efficient use of the car (car sharing) in a High Occupancy Vehicle lane thus improving accessibility to meet local needs in that area.</p> <p>Air pollution levels will decrease along the sections of improvements in the short term but may rise in the long term when traffic levels rise due to the perception that the roads are no longer congested.</p>	<p>The lack of improvements to capacity will mean that access to health facilities outside of the area will not be improved.</p> <p>Air pollution levels will rise as congestion increases and access to facilities becomes worse.</p> <p>Increasing congestion may also lead to people giving up cycling and walking.</p>					

Sustainability Objectives	Option KS21	business as usual				
Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment						
			-	-	-	
		Congestion on the main routes will lead to traffic diverting through town centres e.g. Ferndown, Wimborne and Christchurch leading to congestion in these areas and thus creating difficulties in accessing facilities within these centres				
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)						
+		+	-	+	+	-
<p>Implementing improvements to public transport, walking and cycling would reduce dependency on the car and would reduce the number of local journeys. This would lead to a lower number of journeys on the trunk roads. This would increase access to health facilities.</p> <p>Whilst increasing capacity as a result of improvements is likely to attract drivers to the improved sections, this reduction in use created by the modal shift may counteract this increase thus decreasing access again.</p> <p>Noise and air pollution levels will be reduced in the short and medium term and increase in the long term.</p>		<p>Implementing improvements to public transport, walking and cycling would reduce dependency on the car and would reduce the number of local journeys. This would lead to a lower number of journeys on the trunk roads. This would increase access to health facilities.</p> <p>Increased capacity due to the alternative modes offered and taken up would lead to a return to travelling on the trunk roads thus increasing air pollution levels again.</p>				

Sustainability Objectives	Option KS21	business as usual					
<p>12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.</p>	Direct Effects (Short, medium, long term) Traffic Light Assessment						
	++	++	++	-	--	--	
	<p>These proposals will promote economic development by improving the connectivity of SE Dorset to the wider area as well as to other areas. Poor communications to the wider area restrict the attraction of the area to new businesses and improved connectivity will increase the attractiveness of the area thus increasing the economic base of the borough and district and giving the potential to attract inward investment.</p> <p>The proposals will, in the short term, increase the capacity of the network. However, in the long term this increased capacity will encourage more drivers to these sections of the network. This will lead to a rise in congestion again. In the long term, therefore, congestion may begin to have an adverse effect on the economy.</p>			<p>Connectivity to the wider area would not be improved and congestion may become worse. Poor communications would restrict the attractiveness of the area to new businesses and could lead to a loss of existing businesses, thus there would be a detrimental effect on the economy of the area.</p>			
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment						
				-	-	-	
			<p>Congestion on the main routes will lead to traffic diverting through town centres e.g. Ferndown, Wimborne and Christchurch leading to congestion in these areas. The attractiveness of these centres would then decline which would lead to them becoming less vital and viable. The area would become less attractive generally for businesses and would lead to difficulties in retention of businesses and in attracting investment. Connectivity across South East Dorset and to the wider area would be reduced.</p>				

Sustainability Objectives	Option KS21	business as usual
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)	
	++	++
	<p>Implementing improvements to public transport, walking and cycling would reduce dependency on the car and would reduce the number of local journeys. This would lead to a lower number of journeys on the trunk roads. Whilst increasing capacity as a result of improvements is likely to attract drivers to the improved sections, this reduction in use created by the modal shift may counteract this increase.</p> <p>The implementation of both policies would create additional capacity on the road network and would therefore, in tandem, improve connectivity and thus the attractiveness of the area to employers. Inward investment would be attracted and town centres become more vital and viable.</p>	<p>There is likely to be general economic decline in south east Dorset due to poor transport links.</p> <p>There would be a general decline in the economy of the borough and district which is likely to be reflected in South East Dorset as a whole.</p>
Conclusions	<p>Implementing these improvements to the network which will result in improving connectivity will reduce congestion and this will improve air quality in the short term. There will be positive impacts on habitats, pollution and factors contributing to climate change. However, in the longer term improving the capacity of the network will possibly increase CO₂ levels as traffic levels will increase with a resulting detrimental effect on habitats, pollution and factors contributing to climate change. Option KS21 will do nothing to reduce the need to travel or transport goods by car or lorry but connectivity with other parts of the region as well as eastwards into Hampshire and beyond is necessary to facilitate a sustainable and growing economy. The introduction of measures to improve access by modes other than car and lorries contained in KS21 will however mitigate this. Improvements to the rail system will need to be promoted by the Councils.</p> <p>Overall KS21 is more beneficial when assessed against these objectives.</p>	

Table B.11

Appendix C Christchurch and Highcliffe Centres

Issue: What should the vision be for Christchurch Town Centre?

Sustainability Objectives	Business as Usual			Option CH1		
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)						
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	x	x	x	++	++	++
	Without the plan in place the town centre would likely be the focus for retail, leisure and residential development although there would be no comprehensive strategy to guide the growth of the centre.			The vision encourages mixed use development. By concentrating residential, retail and leisure development in the town centre, brownfield sites will be efficiently redeveloped at higher densities which is in line with the principles of sustainable development. The vision will encourage the regeneration of the town ensuring a better provision of services and high quality design and attract new investment.		
	Cumulative impacts (Short, medium, long term) Traffic Light Assessment					
	x	x	x	+	+	+
As above			Due to the relatively high density of residential development planned for the centre, the viability of employing sustainable construction techniques will improve. Increased affordability of such technologies will contribute to the uptake of such technologies in new development.			

Sustainability Objectives	Business as Usual			Option CH1		
3) Minimise Pollution	Direct impacts (Short, medium, long term) Traffic Light Assessment					
4) Minimise factors contributing to climate change	X	X	X	+	+	+
	<p>This option represents the situation without the plan in place and may not result in the adoption of a comprehensive mitigation package to effectively reduce levels of harmful emissions particularly in relation to a comprehensive package of transport improvements and other mitigation measures to reduce emissions.</p>			<p>The link between emissions from road and air traffic and climate change is well established by an extensive body of evidence. Increased vitality of the centre will have an impact on the number of journeys made to the centre.</p> <p>Retail/leisure expansion</p> <p>As a direct consequence this option may attract more visitors to the centre which might result in the increase of traffic/congestion and subsequently air pollution. This however could be mitigated by the implementation of appropriate transport policies promoting the use of sustainable modes of travel and strategic improvements to the transport infrastructure.</p> <p>Residential development</p> <p>The provision of more housing in the centre will have a positive impact on this objective by concentrating development close to services and facilities, limiting car travel which would minimise air pollution.</p> <p>Public transport services</p> <p>Improvements in public transport services are a key measure in reducing levels of emissions which contribute to climate change. The provision of suitable bus services serving the town centre is necessary to reduce levels of harmful emissions and impact on the capacity of the highway network. The option will encourage the use of public transport as the main means of getting into the centre which might reduce car journeys and have a positive effect on air quality and pollution levels.</p>		

Sustainability Objectives	Business as Usual	Option CH1			
		<p>In conclusion the option would have a slight positive impact on the objective. However, this is dependent on the successful and comprehensive implantation of a number of Core Strategy polices and mitigation measures. The increased use of public transport represents a key factor in reducing levels of emissions and congestion that contributes to climate change. The uptake of public transport may mitigate increases in the number of visitors/generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques.</p>			
<p>Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)</p>					
x	x	x	x	x	x
	<p>Without the plan in place there is a potential lack of co-ordination on a sub regional level to develop a package of measures that reduce emissions or result in no net increase in emissions, including the provision of strategic sub regional transport improvements.</p>	<p>Improvements to public transport services need to be approached on a sub regional level to ensure that there is connectivity across South East Dorset to make public transport a realistic alternative to the car. Public transport improvements on this spatial scale are likely to have a significant cumulative impact on reductions in levels of harmful pollutants. The extent of any cumulative positive impact is dependant upon successful commitment from bus companies and the change in attitude from car owners.</p> <p>Emissions from road traffic as a result of higher numbers of visitors must be considered in combination with increases associated with the level of residential and employment growth anticipated to come forward in South East Dorset over the plan period to 2027. Further work is required to determine the precise implications for air quality and climate change.</p> <p>Mitigation Options</p>			

Sustainability Objectives	Business as Usual			Option CH1		
				<p>A sub regional approach is required toward developing an effective mitigation package that may result in no net increase in emissions. Suggested mitigation measures are set out above under 'direct impacts'.</p> <p>For the purposes of this SA the impact is recorded as uncertain due to uncertainties associated with the successful implementation of a sub regional approach.</p>		
5) Provide access to meet people's need	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	x	x	X	++	++	++
	<p>Without the plan in place there is a lack of a comprehensive framework and obligations policy to ensure the implementation of a package of measures including transport infrastructure and public transport improvements.</p>			<p>This option has a significant positive impact on this objective by enabling more people to access basic facilities by locating shops, libraries, health, education and leisure facilities locally, in the town centre. Expansion of the retail offer will encourage more people to travel locally to the centre which may have a positive impact on reducing car emissions. The option will promote use of public transport as the principal means of getting into the town centre, which will have a positive impact on reducing car travel.</p> <p>It will promote mixed use development, providing retail, residential, leisure and work space opportunities in an accessible town centre location.</p>		
	Secondary Effect (Short, medium, long term) Traffic Light Assessment					
	x	x	X	x	x	x
<p>Without the plan in place there is a loss in long term formalised co-ordination in transport planning with the Local Transport Plan.</p>			<p>In the medium to long term the implementation of this option will depend on the successful implementation of other transport policies aimed at changing attitudes to public transport. A sub regional</p>			

Sustainability Objectives	Business as Usual	Option CH1				
		<p>approach is required to effectively address requirements for improvement to transport infrastructure and public transport to enhance positive impacts for accessibility which is formalised through the Core Strategy and Local Transport Plan.</p>				
<p>6) Provide a safe and secure environment</p>	<p>Direct Effects (Short, medium, long term) Traffic Light Assessment</p>					
	x	x	x	++	++	++
	<p>Without the plan in place there is no comprehensive strategy to guide the quality of development in the town centre.</p>		<p>Design and Crime.</p> <p>As a direct consequence new development will be carefully planned to ensure that the environment does not encourage crime. A comprehensive design strategy aimed at improving the safety of public areas within the town centre.</p>			
	x	x	x	+	+	+
<p>Flood risk</p> <p>Without the plan in place development would be controlled in accordance with nationally defined flood zones.</p>		<p>Flood risk</p> <p>Flood risk is a constraint upon the level of development that can come forward in the town centre, both residential and commercial. The Level 2 Strategic Flood Risk Assessment projection to 2086 and 2126 factoring in climate change identifies areas of the town centre within thig high flood risk (zones 3a and 3b). Future residential development as a 'highly vulnerable' use will be directed to zones of low flood risk (zone 1). The Magistrates Court Site (small part of), The Gasworks Site, Stony Lane and part of the area identified as the lanes are affected by high flood risk. In areas affected by high flood risk (3a) it will be appropriate to locate less vulnerable commercial uses subject to meeting the PPS25 tests including the sequential test and ensuring the development can be made safe and does not increase flood risk overall.</p>				

Sustainability Objectives	Business as Usual			Option CH1		
	Cumulative Effects (Short, medium, long term) Traffic Light Assessment					
	x	x	x	++	++	++
	<p>Flood risk</p> <p>Without the plan in place development would be controlled in accordance with nationally defined flood zones which would not provide the most accurate picture of future flood risk and its impact on development.</p>			<p>Design</p> <p>In combination with other Core Strategy policies setting out high quality standards for design, the town centre may become a safer and more attractive place to visit.</p>		
				++	++	
7) Create conditions to improve health, promoting healthy lifestyles	Direct effects (Short, medium, long term) Traffic Light Assessment					
	x	x	x	++	++	++
<p>Without the plan and a revised obligations framework it is uncertain that a comprehensive approach would be adopted to reduce noise, air, water and ground pollution and ensure sufficient provision of leisure, cycling and walking facilities.</p>	<p>As a direct consequence this option will continue to improve the opportunity to access open space and leisure facilities, located in the town centre. The refurbished Druitt Gardens will provide for high quality recreation area within the heart of the town. This will help to promote exercise and encourage healthy lifestyles.</p>					

Sustainability Objectives	Business as Usual	Option CH1				
		In the medium and long term the impact on this objective will depend on the successful implementation of other plan policies such as funding to enhance Druitt Gardens and build cycle lanes in the Borough.				
8) Help make suitable housing available and affordable for everybody	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	X	x	x	++	++	++
	Without the plan in place there is no comprehensive strategy to inform the delivery of housing (including affordable housing thresholds).		As a direct consequence this option supports the provision of high density residential units in the town centre, which will have a positive effect on meeting housing needs.			

Sustainability Objectives	Business as Usual			Option CH1		
Secondary effects (Short, medium, long term) Traffic Light Assessment						
x	x	x	+	+	+	
Without the plan in place the town centre would likely be the focus for retail, leisure and residential development although there would be no comprehensive strategy to guide the growth of the centre.			As a secondary consequence, residential redevelopment may increase congestion/parking need in the town centre. This however may be mitigated by uptake of public transport in this sustainable location and by setting appropriate standards for residential parking to limit the number of vehicles in high accessibility zones.			
Cumulative (Short, medium, long term) Traffic Light Assessment						
x	x	x	++	++	++	
Without the plan in place there is no comprehensive strategy to inform the delivery of housing (including affordable housing)			Other core strategy policies, including the affordable housing policy and residential design standards have a positive impact on this objective and will contribute to meeting identified housing needs, ensuring residential units provide for special accommodation needs and that adequate standards of design are implemented in new housing. This combined with the option, which encourages high density residential development in the centre, will provide for suitable housing accommodation. However, the success of this proposal is dependent on the successful implementation of other policies including the affordable housing policy and residential design standards policy.			

Sustainability Objectives	Business as Usual			Option CH1		
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	x	x	x	++	++	++
	Without the plan in place there is no comprehensive strategy to support social cohesion by ensuring that the community's basic needs are catered for.			The option has a significant positive impact on this objective by: <ul style="list-style-type: none"> • Continuing to provide basic services and community facilities in the town centre, including the central library and cultural facilities such as the Regent Centre. • Improvements to public spaces in the centre will reduce the fear of crime • The enhanced Druitt Gardens will provide for attractive and safe open space. • The vision encourages the provision of more health and sporting facilities. • It champions local distinctiveness of Christchurch which may have a positive impact on the development of local cultural traditions. 		
10) Protect and enhance historic buildings, archaeological sites and other culturally important features.	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	x	x	x	++	++	++
	Without the plan in place there is no comprehensive framework aimed at protecting the historical assets in the Borough.			The enhancements to the archaeological remains at Druitt Gardens and SAM located there will be beneficial to the town centre. Also the continued investment in the town centre might ensure the integrity of historic buildings, by securing continuous occupancy of the historical buildings located in the Central Conservation Area, preventing them falling into a state of disrepair.		

Sustainability Objectives	Business as Usual			Option CH1		
	Secondary Effects (Short, medium, long term) Traffic Light Assessment					
	x	x	x	x	x	x
	Without the plan in place there is no comprehensive framework aimed at protecting the historical assets in the Borough.			<p>Secondary impact: In the medium and longer term the increased number of visitors might increase harmful emissions which may cause the deterioration of the fabric of historic buildings.</p> <p>This could be mitigated by the implementation of other plan policies which may result in no net increase in emissions such as</p> <ul style="list-style-type: none"> • Measures reducing the need to travel • Improvements in public transport services • Renewable energy • Sustainable construction 		
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	x	x	x	++	++	++
	Without the plan in place the town centre would likely be the focus for retail, leisure and residential development although there would be no comprehensive strategy to guide the growth of the centre, ensuring it retains it's local distinctiveness.			<p>This option has a significant beneficial impact upon this objective by encouraging high standards of design in the centre, and aims to enhance areas of poorer design. The incorporation of local building traditions into new development will be encouraged in order to enhance the special character of the built environment. Specific enhancements will help to create places, spaces and buildings that are locally distinctive. The expansion of evening economy uses will create a vibrant environment, recognised for its attractive restaurants, bars and cafés. The refurbished Druitt Gardens will provide for high quality open space in the heart of the centre, which will enforce it's distinctive character.</p> <p>Key sites have been identified in the centre including the Magistrates Court Site, Saxon Square, The Lanes, The Gasworks Site and Stony Lane. The vision identifies the requirement for development briefs</p>		

Sustainability Objectives	Business as Usual	Option CH1					
		<p>to be prepared for these sites which will promote high design quality and landmark architecture which will have a significant positive impact on design quality and local distinctiveness.</p> <p>In the medium and long term the impact on this objective will depend on the successful implementation of other plan policies to secure funding for improvements and design policies.</p>					
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment						
	X	X	x	++	++	++	
	Without the plan in place the town centre would likely be the focus for retail, leisure and residential development although there would be no comprehensive strategy to guide the growth of the centre, ensuring it retains it's local distinctiveness.			The centre, recognised for its special character will attract more visitors which will result in other businesses and investors seeking to locate in the town centre which will enhance its vitality.			
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres	Direct Effects (Short, medium, long term) Traffic Light Assessment						
	x	x		X	++	++	++
	Without the plan in place there is no comprehensive and co-ordinated strategy relating to the development of the town centre.			The option has a significant positive impact upon this objective by encouraging the expansion of comparison retail to provide for diverse shopping facilities in the centre. This will attract visitors to the local economy, increase spending and contribute to the prosperity of the centre. The expansion of the retail and leisure offer might create new employment opportunities in the service and tourism sector and contribute to a growing economy. Also further residential development in bringing in skilled labour so people are living and working in the area.			

Sustainability Objectives	Business as Usual	Option CH1			
		<p>Improvements made to the attractiveness of the town centre and the provision of community facilities creates an attractive area to live which will bring in and retain skilled labour which is beneficial to the local economy.</p> <p>The Vision identifies key development sites such as the Magistrates Court Site, Saxon Square, The Lanes, The Gasworks Site and Stony Lane which are important for the commercial development of the centre and long term sustainable economic growth. Some of these sites are affected by flood risk and future development of 'less vulnerable' uses in these locations will need to be consistent with the PPS25 tests.</p>			
	-	-	x	x	x
	<p>Flood risk</p> <p>Without the plan in place development would be controlled in accordance with nationally defined flood zones which will not provide as accurate a picture as the Christchurch SFRA Level 2. Flood risk guidance from a national level would not enable full utilisation of land which would have an adverse impact on economic growth.</p>	<p>Flood risk</p> <p>The scale and location of development to come forward is determined by the outputs of the SFRA Level 2 assessment. This places a restriction on economic development in the town centre.</p>			
<p>Conclusions</p>	<p>Option CH1 is the only acceptable approach that is consistent with national guidance. The vision supports many of the SA objectives. The town centre will be a thriving place for community and retail opportunities. However, growth may contribute to some traffic congestion in the medium and long term. The increased use of public transport represents a key factor in reducing levels of emissions and congestion that contributes to climate change. The uptake of public transport may mitigate the increase of the number of visitors/generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques.</p>				

Sustainability Objectives	Business as Usual	Option CH1
	<p>In relation to flood risk future development will be located in accordance with PPS25, taking into account the outputs of the Level 2 Christchurch Strategic Flood Risk Assessment. Options for flood defences need to be explored to determine the extent to which flood risk can be reduced and the resultant level of development that can come forward.</p> <p>Implementation of the vision will have a significant positive impact on the vitality and viability of the centre and sustainable economic growth through townscape improvements, enhancements to the retail offer and through bringing forward key strategic sites for development such as the Magistrates Court Site, The Lanes, The Gasworks Site and Stony Lane.</p> <p>The successful implementation of the vision will therefore depend on effective delivery of other policies, central to the vitality and viability of town centres. These include adoption of a comprehensive transport strategy, climate change mitigation and adaptation measures, protection of historic built environment, design and landscape policies.</p>	

Table C.1

Issue What should be the extent of the Christchurch Town Centre boundary?

Sustainability Objectives	Business as Usual	Option CH2	Option CH3						
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)									
3) Minimise pollution	Direct Effects (Short, medium, long term) Traffic Light Assessment								
4) Minimise factors contributing to climate change:	x	-	-	+	++	++	+	+	+
	<p>In the short term the impacts are uncertain because without the plan in place there is no comprehensive strategy addressing town centre development and associated transport infrastructure improvements.</p> <p>This option may have a negative impact in the medium / long term as not having a designated boundary may affect the level of development in the centre.</p> <p>This may result in development in less sustainable locations with poorer accessibility that may increase car journeys and levels of harmful emissions contributing to climate change.</p>	<p>The designation of a town centre boundary would clarify the focus of commercial development for the town centre and help to ensure development is located in a sustainable location with good public transport access.</p>	<p>. The designation of a town centre boundary would clarify the focus of commercial development for the town centre and help to ensure development is located in a sustainable location with good public transport access. Development in more accessible locations will reduce the need to travel and the number of car trips and associated harmful emissions that contribute to the causes of climate change.</p> <p>However, this option provides less development opportunities for commercial uses in a sustainable location compared to Option A.</p>						

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual			Option CH2			Option CH3			
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)									
	x	x	x	X			x	x		
	Not certain. Without the plan in place there is no comprehensive strategy addressing town centre development and associated transport infrastructure improvements.			<p>Coupled with other proposals aimed at improving the vitality and viability of the centre, the options might increase the number of visitors and generate more car journeys, as the centre will become a popular destination for visitors and tourists. There is also the cumulative impact of Borough wide development / sub regional development that will increase levels of emissions and factors contributing to climate change.</p> <p>Mitigation measures:</p> <p>The uptake of public transport may mitigate the increase of the number of visitors/generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques. The direct impact of the option on the objectives is therefore dependant on the successful implementation of other Core Strategy options and therefore remains uncertain.</p>						
5) Provide access to meet people's need	Direct Effects (Short, medium, long term) Traffic Light Assessment									
	x	x	x	+	+	+		+	+	+
	Not certain. Without the plan in place there is no comprehensive strategy addressing town centre development and associated transport infrastructure improvements.			In the medium and long term this option may result in the concentration of services in the town centre which may result in improvements in public transport and transport infrastructure that will promote travel by more sustainable modes other than the car.			In the medium and long term this option may result in the concentration of services in the town centre which may result in improvements in public transport and transport infrastructure that will promote travel by more sustainable modes other than the car.			

Sustainability Objectives	Business as Usual	Option CH2			Option CH3				
		The positive impact of this option is dependant on the provision of transport infrastructure and public transport improvements.			The positive impact of this option is dependant on the provision of transport infrastructure and public transport improvements.				
6) Provide a safe and secure environment	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	X	X	X	X	X	X	-	-	-
	<p>Decisions about the location of new development are currently made in accordance with the Christchurch Strategic Flood Risk Assessment (Level 2 2009)</p> <p>However, without the plan in place there is not the commitment to develop a comprehensive flood risk strategy which will address future risk affecting the town centre.</p>			<p>A comprehensive development strategy and flood risk strategy is required in agreement with Environment Agency to avoid adverse impact. The Core Strategy sets out an intention to undertake this.</p>			<p>This option includes an area south west of the Town Centre within the town centre boundary that is in a high flood risk zone and not suitable for more vulnerable types of development such as housing. This particular area is not suitable for significant new housing development.</p> <p>A comprehensive development strategy and flood risk strategy is required in agreement with Environment Agency to avoid adverse impact. The Core Strategy sets out an intention to undertake this.</p>		

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual			Option CH2			Option CH3		
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)								
	x	-	-	+	++	++	+	+	+
	Not certain in the short term. The option may have a negative effect in the medium and long term as not having a designated boundary may affect the level and location of community facilities.	In the short term this option has a beneficial impact upon this objective by designating a town centre boundary in line with the recommendations of PPS4. In the medium and long term the designation of a town centre boundary would focus the development of leisure, recreational and sporting facilities and other town centre uses within the designated town centre.	In the medium and long term the designation of a town centre boundary would result in the concentration of town centre uses within it which could provide new cultural, recreational and sporting facilities and open space and have a positive impact on the objective. However in the long and medium term, due to the more constrained nature of the designated town centre (incorporating more residential neighbourhoods), less development opportunity for commercial and community uses would come forward (compared to Option A).						
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)								
	x	x	x	+	++	++	+	++	++
	The impacts on this option are uncertain, as without the plan there would be no coordinated design strategy relating to the town centre.	In the medium and long term, in combination with other policies including town centre design policies the option will ensure that high design standards are implemented for the town centre. It encourages a sustainable pattern of development that may lead to the creation of a successful town centre.	In the medium and long term, in combination with other policies including town centre design policies the option will ensure high design standards are required for development in the centre. It encourages a sustainable pattern of development that may lead to the creation of a successful town centre						

Sustainability Objectives	Business as Usual	Option CH2	Option CH3						
well, wear well and look well									
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	-	-	-	++	++	++	+	+	+
	This option could lead to less economic investment in the town centre because there is no defined boundary. Investment opportunities could go anywhere and in the long term could lead to a deterioration of the centre.	The option will have a significant positive impact by attracting investment to the designated town centre and support economic growth and employment opportunities in the town centre. The inclusion of the industrial parks in Stony Lane and the industrial estate north of the railway line will create more development opportunities for commercial uses. This will create a vital and viable town centre in Christchurch.	This option has a positive impact on this objective by encouraging investment in the town centre. This option however, presents fewer opportunities for development, as it incorporates less potential for commercial development.						
Conclusions	<p>Overall both Options TC3a and TC3b score well against the sustainability objectives. However, Option TC3a performs best in sustainability terms, providing most development opportunities for commercial, cultural and leisure facilities, thus supporting Objective 5, 9, 11, 12.</p> <p>To mitigate the issue of congestion and increased visitor numbers, the emerging Core Strategy policies will support sustainable modes of travel and promote public transport alternatives to the car.</p> <p>The effectiveness of this option will be measured by footfall counts, rents, levels of unit vacancies and growth in tourism numbers.</p>								

Table C.2

Issue: What approach should be adopted to guide the location, scale and type of retail development in Christchurch?

Defining primary and secondary shopping core frontages

Sustainability Objectives	Option CH4	Option CH5			
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)					
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Direct Effects (Short, medium, long term)				
	x	x	x	+	+
12) Facilitate a sustainable and growing economy that	Direct Effects (Short, medium, long term)				
	++	++	++	-	-
	This option assists in ensuring the provision of sufficient A1 floorspace to meet projected requirements identified in the 2008 retail study for the plan period. NLP have determined that this			The option will allow for the growth of non-retail uses in the core retail frontages which inhibit the ability to meet projected requirements for A1 floorspace during the plan period and would adversely affect town centre vitality and viability.	

Sustainability Objectives	Option CH4	Option CH5
creates economic and employment opportunity, as well as providing for vital and viable town centres.	policy approach is appropriate and robust in meeting future retail requirements to support the vitality and viability of the town centre.	
Conclusions	Option CH4 performs marginally better than Option B in terms of sustainability. Option CH4 is an effective mechanism in enabling the provision of sufficient A1 floorspace to meet projected requirements during the plan period.	

Table C.3

Is there a need to reclassify existing core and secondary retail frontages?

Sustainability Objectives	Option CH9	Option CH6	Option CH7	Option CH8								
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)												
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning,	Direct Effects (Short, medium, long term) Traffic Light Assessment											
	x	-	-	+	+	+	+	+	+	=	=	=
	The retention of Church Street as a primary frontage may restrict the expansion of non-retail uses in the medium and long term which could have a slight adverse impact on the range of basic services and facilities available in terms of restaurants and cafés.	The option reflects the recommendations of the retail assessment. It has a positive impact on this objective by encouraging a diverse range of town centre uses along Church Street, including access to	The option has a positive impact on this objective by encouraging a diverse range of town centre uses along Church Street.	The option reflects part of the retail study recommendation where it was considered that the units from Town Bridge do not add to the vitality and viability of the town centre and it is unnecessary to restrict the								

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option CH9	Option CH6	Option CH7	Option CH8								
training, skills knowledge and culture		basic services and facilities and provision of cultural facilities. The de- designation of Town Bridge would have no impact on this objective (small amount of units along the frontage).		use of these units through frontage policies. The option would have no impact on the objective.								
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Direct Effects (Short, medium, long term) Traffic Light Assessment											
	x	x	x	++	++	++	++	++	++	=	=	=
	Maintaining the existing Local Plan frontages may restrict the expansion of non-retail uses such as café's and restaurants (particularly along Church Street) which may adversely affect the establishment of a locally distinctive retail offer.	The expansion of evening economy/leisure uses would make Christchurch a distinct destination recognised for its high quality evening economy and recreation facilities.	The expansion of evening economy/leisure uses would make Christchurch a distinct destination recognised for its high quality evening economy and leisure facilities.	The option reflects part of the retail study recommendation where it was considered that the units from Town Bridge do not add to the vitality and viability of the town centre and it is unnecessary to restrict the use of these units through frontage policies. The option would have no impact on the objective.								
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as	Direct Effects (Short, medium, long term) Traffic Light Assessment											
	-	-	-	+	+	+	+	+	+	=	=	=
	Without the plan in place it is possible that investment opportunities would be missed. The current frontage policies do not reflect the present position of the town centre.	The loss of A1 units may occur as a result of re-designation of Church Street, but other uses may enhance the vitality of the centre and offset the potential loss of A1 units.	The loss of A1 units may occur as a result of re-designation of Church Street, but other uses may enhance the vitality of the centre and offset the potential loss of A1 units.	The de-designation of Town Bridge would not have an impact on the vitality and viability of the centre.								

Sustainability Objectives	Option CH9	Option CH6	Option CH7	Option CH8
<p>providing for vital and viable town centres.</p>	<p>Opportunities to enhance the evening economy would be reduced and overall this is likely to have a slight adverse impact on the vitality of the centre.</p>	<p>The de-designation of Town Bridge would not have an impact on the vitality and viability of the centre.</p> <p>Mitigation options to prevent loss of shopping facilities would include the implementation of a policy preventing the loss of A1 units in the primary shopping frontages and ensure there are sufficient development opportunities to meet the projected requirements for A1 floorspace during the plan period in the rest of the town centre primary shopping core.</p>	<p>Mitigation options to prevent loss of shopping facilities would include the implementation of a policy preventing the loss of A1 units in the primary shopping frontages and ensure there are sufficient development opportunities to meet the projected requirements for A1 floorspace during the plan period.</p>	
<p>Conclusions</p>	<p>Both Options CH6 and CH7 score the same in term of sustainability, although the preferred option is CH6 because it reflects the evidence contained in the retail assessment. Option CH7 will enhance local distinctiveness, by encouraging the expansion of café/bars. This will help to create a unique place and will draw in visitors and enhance the vitality of the centre.</p> <p>Mitigation options to prevent loss of shopping facilities would include the implementation of a policy preventing the loss of A1 units in the primary shopping frontages. The effectiveness of this option will be measured by footfall counts, rents, levels of unit vacancies and growth in tourism numbers.</p> <p>Option CH8 is not a preferred, option because, even though, as per the evidence base, it proposes to de-designate the secondary frontage after Town Bridge, it does not enable Church Street to be utilised for non A1 uses including cafés and restaurants which will contribute to the evening economy and long term economic vitality of the centre.</p>			

Table C.4

Issue: What should the vision be for Highcliffe District Centre?

Sustainability Objectives	Business as Usual	Option CH10				
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)						
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	x	x	x	++	++	++
	Without the plan in place the district centre would likely be an important centre for retail, leisure and residential development although there would be no comprehensive strategy to guide the growth of the centre.			The vision encourages mixed use development. By concentrating residential, retail and leisure development in the town centre, brownfield sites will be efficiently redeveloped at higher densities which are in line with the principles of sustainable development. The vision will encourage the regeneration of the district centre ensuring a better provision of services and high quality design and attract new investment.		
	Cumulative impacts (Short, medium, long term) Traffic Light Assessment					
x	x	x	+	++	++	
As above			Due to the relatively high density of residential development planned for the centre, the viability of employing sustainable construction techniques will improve. Increased affordability of such technologies will contribute to the uptake of such technologies in development schemes.			
3) Minimise Pollution	Direct impacts (Short, medium, long term) Traffic Light Assessment					
	x	x	x	+	+	+
4) Minimise factors contributing	This option represents the situation without the plan in place and may not result in the adoption of a comprehensive mitigation package to effectively reduce levels of harmful emissions particularly in relation to a comprehensive package of transport improvements and other mitigation measures to reduce emissions.			The link between emissions from road and air traffic and climate change is well established by an extensive body of evidence. Increased vitality of the centre will have an impact on the number of journeys made to the centre.		

Sustainability Objectives	Business as Usual	Option CH10
to climate change		<p>Retail/leisure expansion</p> <p>As a direct consequence this option may attract more visitors to the centre which might result in the increase of traffic/congestion and subsequently air pollution. This however could be mitigated by the implementation of appropriate transport policies promoting the use of sustainable modes of travel and strategic improvements to the transport infrastructure.</p> <p>Residential development</p> <p>The provision of more housing in the centre will have a positive impact on this objective by concentrating development close to services and facilities, limiting car travel which would minimise air pollution.</p> <p>Public transport services</p> <p>Improvements in public transport services are a key measure in reducing levels of emissions which contribute to climate change. The provision of suitable bus services serving Highcliffe is necessary to reduce levels of harmful emissions and impact on the capacity of the highway network. The option will encourage the use of public transport as means of sustainable access into the centre which might reduce car journeys and have a positive effect on air quality and pollution levels.</p> <p>In conclusion the option would have a slight positive impact on the objective. However, this is dependent on the successful and comprehensive implantation of a number of Core Strategy polices and mitigation measures. The increased use of public transport represents a key factor in reducing levels of emissions and congestion that contributes to climate change. The uptake of public transport may mitigate the increase of the number of visitors/generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques.</p>

Sustainability Objectives	Business as Usual	Option CH10									
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)											
x		x		x		x		x		x	
<p>Without the plan in place there is a potential lack of co-ordination on a sub regional level to develop a package of measures that reduce emissions or result in no net increase including transport improvements.</p>				<p>Improvements to public transport services need to be approached on a sub regional level to ensure that there is connectivity across South East Dorset to make public transport a realistic alternative to the car. Public transport improvements on this spatial scale are likely to have a significant cumulative impact on reductions in levels of harmful pollutants. The extent of any cumulative positive impact is dependant upon successful commitment from bus companies and the change in attitude from car owners.</p> <p>Emissions from road traffic as a result of higher numbers of visitors must be considered in combination with increases associated with the level of residential and employment growth anticipated to come forward in South East Dorset over the plan period to 2027. Further work is required to determine the precise implications for air quality and climate change.</p> <p>Mitigation Options</p> <p>A sub regional approach is required toward developing an effective mitigation package that may result in no net increase in emissions. Suggested mitigation measures are set out above under ‘direct impacts’.</p> <p>For the purposes of this SA the impact is recorded as uncertain due to uncertainties associated with the successful implementation of a sub regional approach.</p>							

Sustainability Objectives	Business as Usual			Option CH10		
5) Provide access to meet people's need	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	x	x	X	++	++	++
	Without the plan in place there is a lack of a comprehensive framework and obligations policy to ensure the implementation of a package of measures including transport infrastructure and public transport improvements.			This option has a significant positive impact on this objective by enabling more people to access basic facilities by providing shops, library, health, education and evening economy facilities locally, in the centre. Expansion of the retail offer will encourage more people to travel locally to the centre which may have a positive impact on reducing car emissions. The option will promote use of public transport as the principal means of getting into the town centre, which will have a positive impact on reducing car travel. It will promote mixed use development, providing retail, residential, leisure and work space opportunities in the town centre.		
	x	x	X	X	x	x
	Long term formalised co-ordination in transport planning is enhanced through the Core Strategy.			In the medium to long term the implementation of this option will depend on the successful implementation of other transport policies aimed at changing attitudes to public transport. A sub regional approach is required to effectively address requirements for improvement to transport infrastructure and public transport to enhance positive impacts for accessibility which is formalised through the Core Strategy and Local Transport Plan.		
6) Provide a safe and secure environment	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	x	x	x	++	++	++
	Without the plan in place there is no comprehensive strategy to guide the quality of development in the town centre.			As a direct consequence new development will be carefully planned to ensure that the environment does not encourage crime. A comprehensive design strategy aimed at improving the safety of public areas within the town centre will be introduced.		

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual	Option CH10					
	Cumulative Effects (Short, medium, long term) Traffic Light Assessment						
	x	x	x		++	++	++
	A above			In combination with other Core Strategy policies setting out high quality standards for design, the town centre may become a safer and more attractive place to visit.			
8) Help make suitable housing available and affordable for everybody	Direct Effects (Short, medium, long term) Traffic Light Assessment						
	X	x	x		++	++	++
	Without the plan in place there is no comprehensive strategy to inform the delivery of housing (including affordable housing).			As a direct consequence this option supports the provision of high density residential units in the centre, which will have a positive effect on meeting housing needs.			
	Secondary effects (Short, medium, long term) Traffic Light Assessment						
	X	X		x	+	+	+
	Without the plan in place the district centre would likely be an important centre for retail, leisure and residential development although there would be no comprehensive strategy to guide the growth of the centre.			As a secondary consequence, residential redevelopment may increase congestion/parking need in the town centre. This however may be mitigated by uptake of public transport in this sustainable location and by setting appropriate standards for residential parking to limit the number of vehicles in high accessibility zones.			
	Cumulative Effects (Short, medium, long term) Traffic Light Assessment						
x	x	x		++	++	++	
Without the plan in place there is no comprehensive strategy to inform the delivery of housing (including affordable housing)			Other core strategy policies, including the affordable housing policy and residential design standards policy support this objective and will contribute to meeting identified housing needs, ensuring residential units provide for special accommodation needs and that adequate standards				

<p>Sustainability Objectives</p>	<p>Business as Usual</p>	<p>Option CH10</p>				
		<p>of design are implemented in new housing. This combined with the option, which encourages high density residential development in the centre, will provide for suitable housing accommodation.</p> <p>However, the success of this proposal is dependent on the successful implementation of other policies including the affordable housing policy and residential design standards policy.</p>				
<p>9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture</p>	<p>Direct Effects (Short, medium, long term) Traffic Light Assessment</p>					
	<p style="text-align: center;">x</p>	<p style="text-align: center;">x</p>	<p style="text-align: center;">x</p>	<p style="text-align: center;">+</p>	<p style="text-align: center;">+</p>	<p style="text-align: center;">+</p>
	<p>Without the plan in place there is no comprehensive strategy to support social cohesion by ensuring that the community’s basic needs are catered for.</p>			<p>The option has a significant positive impact on this objective by:</p> <ul style="list-style-type: none"> • Continuing to provide basic services and community facilities in the centre, including a library. • Improvements to public spaces in the centre, which will reduce the fear of crime • Continuing to be a champion of local distinctiveness of Christchurch, which may have a positive impact on the development of local cultural traditions. 		

Sustainability Objectives	Business as Usual			Option CH10		
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	x	X	x	++	++	++
	Without the plan in place the district centre would likely be an important centre for retail, leisure and residential development although there would be no comprehensive strategy to guide the growth of the centre.			This option has a significant beneficial impact upon this objective by encouraging high standards of design in the centre, and aims to enhance areas of poorer design. The incorporation of local building traditions into new development will be encouraged in order to enhance the special character of the built environment. Specific enhancements will help to create places, spaces and buildings that are locally distinctive. The expansion of evening economy uses will create a vibrant environment, recognised for its attractive restaurants, bars and cafés.		
				In the medium and long term the support of this objective will depend on the successful implementation of other plan policies and securing funding for the planned townscape improvements.		
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment					
	X	X	x	++	++	++
	Without the plan in place the district centre would likely be an important centre for retail, leisure and residential development although there would be no comprehensive strategy to guide the growth of the centre.			The centre, recognised for its special character will attract more visitors which will result in other businesses and investors will want to locate in the town centre, increasing vitality.		

Sustainability Objectives	Business as Usual	Option CH10		
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres	Direct Effects (Short, medium, long term) Traffic Light Assessment			
	x	X	x	++ ++ ++
Conclusions	<p>The single option presented for this issue is the only acceptable approach that is consistent with national guidance. The vision supports many of the SA objectives. The town centre will be a thriving place for community and retail opportunities. However, growth may contribute to some traffic congestion in the medium and long term. The increased use of public transport represents a key factor in reducing levels of emissions and congestion that contributes to climate change. The uptake of public transport may mitigate the increase of the number of visitors/generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques.</p>			

Sustainability Objectives	Business as Usual	Option CH10
	The successful implementation of the vision will therefore depend on effective delivery of other policies, central to the vitality and viability of town centres. These include adoption of a comprehensive transport strategy, climate change mitigation and adaptation policies, effective design and landscape policies and measures aimed at enhancing and conserving the historic built environment.	

Table C.5

Issue: What approach should be adopted to guide the location, scale and type of retail development in Highcliffe?

Sustainability Objectives	Option CH11		
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)			
9) Help communities to support social cohesion	Direct impacts (Short, medium, long term) Traffic Light Assessment		
	+	+	+
	The option reflects the recommendations of the retail assessment. It has a positive impact on this objective by encouraging a diverse range of retail uses in Highcliffe Centre including access to basic services and facilities and provision of cultural facilities.		
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Direct impacts (Short, medium, long term) Traffic Light Assessment		
	=	=	=
	The option would have no direct impact on this objective.		
	Cumulative impacts (Short, medium, long term) Traffic Light Assessment		
	+	+	+
Taken together with other Core Strategy policies, especially pTC9, which promotes the expansion of evening economy uses such as restaurants/cafés/pubs in the secondary core, this option has a positive impact upon this objective making Highcliffe a more vibrant place in the afternoon and evening hours and subsequently a distinct destination recognised for its high quality evening economy facilities.			

Sustainability Objectives	Option CH11		
12) Facilitate a sustainable and growing economy	Direct Effects (Short, medium, long term) Traffic Light Assessment		
	+	+	+
Conclusions	The option reflects the retail study recommendation of maintaining current shopping core frontages. This will have a positive impact on the vitality and viability of the centre by enabling an appropriate mix of retail units. This option reflects the evidence contained in the retail assessment and is considered to be the only reasonable option to be considered in promoting the long term vitality and viability of Highcliffe centre.		

Table C.6

Appendix D Christchurch Urban Extension

Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements of the north Christchurch Urban Extension?

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4									
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)														
1) Protect, enhance and expand habitats and protected species.	Direct Effects (Short, medium, long term)													
	=	=	=	X	X	X	X	X	X	X	X	X	X	X
	This option relates to the situation without the plan in place so will generate no additional impact on habitats and species.	On site Impact on Habitats and Species: Ecological surveys undertaken in 2007 have identified the following habitats and species located south of the railway line. <ul style="list-style-type: none"> Some parts of the land are likely to support common reptiles that are partially protected by the Wildlife and Countryside Act. Hedgerows will support a range of common nesting birds including 	On site Impact on Habitats and Species: This option may cause less disturbance for on site habitats and species in comparison to Option UE1 due to the lower level of housing associated with this option. Detailed consideration of impacts is as set out under the assessment for Option UE1.	On site Impact on Habitats and Species: This option may cause less disturbance for on site habitats and species in comparison to Options UE1 and UE2 due to the lower level of housing associated with this option. Detailed consideration of impacts is as set out under the assessment for Option UE1.	On site Impact on Habitats and Species: This option may cause less disturbance for on site habitats and species in comparison to Options UE1 and UE2 due to the lower level of housing associated with this option. Detailed consideration of impacts is as set out under the assessment for Option UE1.									

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		<p>buzzards. Sightings have been reported for Sparrow hawk, little owl and lesser spotted woodpecker.</p> <ul style="list-style-type: none"> • Skylarks have been noted and are likely to nest on the fields. • Lapwings have been observed in a south east field. <p>Recent survey work undertaken by Christchurch Borough Council countryside team has discovered a colony of southern damsel fly on the River Mude</p> <p>at locations including Immediately north and south of the railway line on Watery Lane and on the River Mude at Watermans Park. This is a fully protected red data book species.</p> <p>Initial discussions with Natural England have identified the requirement to ensure a green corridor</p>			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		<p>(buffer zone) is provided along Watery Lane in combination with possible habitat enhancements which could involve tree shelter. The Mude Valley SNCI is located to the south of the urban extension site and follows the River Mude. This area provides ideal habitat to accommodate southern damselfly and could form part of a mitigation package to also support the species in this location. Further specialist survey work is required on the proposed urban extension site and the Mude Valley SNCI to confirm the extent of species and potential measures for habitat creation / enhancement.</p> <p>None of the options here propose built development along Watery Lane which enables the creation of</p>			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		<p>green corridor to avoid any adverse impact on the damselfly population.</p> <p>Land within the area of search is relatively poor with reference to protected, notable Biodiversity Action Plan habitats. However, there is a characteristic range of species that use this type of landscape that includes some vulnerable species (bats and field and hedgerow birds for example.)</p> <p>The likely species to be affected by development within the area of search and appropriate mitigation measures are set out below:</p> <ul style="list-style-type: none"> • Bats – Are likely to be affected by loss of feeding territory which could be replaced by gardens, hedges and other planting of native species 			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		<ul style="list-style-type: none"> • Skylark – The impact of development is likely to be high with a loss of 3 – 4 breeding pairs. Impacts cannot be compensated for but local populations can be aided by changes in farming techniques such as leaving Skylark Plots, and providing ‘beetle banks’ and wide hedgerow verges • Linnet – The impact of development is likely to be high with loss of feeding area. Mitigation will require the provision of marginal land for seed plants. • Greenfinch – Impacts of development is likely to be high through loss of feeding area. Mitigation measures are as for Linnet. 			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		<ul style="list-style-type: none"> • Robin – Impact of development is likely to be high through loss of feeding and breeding sites. This could be replaced by gardens, hedges and other planting. • Dunnock – Impact of development is likely to be high with loss of feeding and breeding sites. Mitigation measures are as for Robin. • Common Whitethroat – Impact of development is likely to be high through loss of feeding and breeding sites. Mitigation requires provision of dense of managed scrub • Starling – Impact of development is likely to be moderate through loss of feeding area. Mitigation measures 			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		<p>are as for Common Whitethroat.</p> <ul style="list-style-type: none"> Buzzards, game birds, Lapwing are likely to suffer but the provision of buffer strips can reduce the impact on these species. <p>The ecological survey identifies further mitigation / compensation measures which include gardens and well designed networks of wilder land including tall sward grassland, native woodland, hedges and ponds, and the retention and enhancement of some of the better features will greatly enhance this area and will improve wildlife potential of the land for common species (including bats) above its current state. There could be considerably more benefits to wildlife from well designed housing schemes and new</p>			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		<p>species could be attracted to the area. The only exception is the Skylark that cannot survive in a developed landscape.</p> <p>The above ecological survey was undertaken during the winter and further survey work is required to provide a complete picture of species present within the area of search during the year which include:</p> <ul style="list-style-type: none"> • Survey for bat flight paths and bat use of trees and plantations (summer) • A common bird census of nesting birds to build up biodiversity information (May) • A more detailed floral survey of the semi – improved grassland areas, especially the area at Roeshot, and the 			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4								
		eastern woodland. May / June <ul style="list-style-type: none"> A search for wood cricket in the eastern woodland (summer). Significant adverse impacts have been identified in relation to species to which possible mitigation / compensation measures have been identified above. Further work is required as part of the HRA assessment to confirm the most appropriate mitigation / compensation measures required which will reflect the results of additional survey work.											
Secondary Effects (If relevant) (Short, medium, long term)													
=	=	=	X	X	X	X	X	X	X	X	-	-	-
	This option relates to the situation without the plan in place so will generate no additional impact on habitats and species.	This option is likely to have an impact upon the following habitats of nature conservation importance: <ul style="list-style-type: none"> Somerford SNCI 	This option is likely to have an impact on habitats as set out under the secondary impact assessment for Option UE1. This option involves	This option is likely to have an impact on habitats as set out under the secondary impact assessment for Option UE1. This option involves	This option is likely to have an impact on habitats as set out under the secondary impact assessment for Option UE1. This option involves	This option involves a lower level of housing than Options UE1 and UE2 which is likely to generate a lesser impact on these habitats.							

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		<ul style="list-style-type: none"> • Burton Common SSSI • Avon Valley SPA, • River Avon SAC, • New Forest SPA, SAC, Ramsar, • Dorset Heaths SAC • Christchurch Harbour SSSI <p>Development within the urban extension will increase visitor / recreational pressure upon the Dorset Heaths and the New Forest and Burton Common SSSI in particular. In order to avoid / minimise any adverse impacts there is a requirement for the implementation of a package of mitigation measures which are consistent with advice from Natural England and work undertaken by local ecologists. This option identifies the provision of a SANG to be located north of the railway line to the east of Burton.</p>	<p>a lower level of housing than Option UE1 which is likely to generate a lesser impact on these habitats. However, the requirements for SANG provision is likely to be the same for all urban extension options.</p>	<p>a lower level of housing than Options UE1 and UE2 which is likely to generate a lesser impact on these habitats. However, the requirements for SANG provision is likely to be the same for all urban extension options.</p>	<p>However, Natural England has advised that it is unlikely that a SANG of suitable size and attractiveness can be provided south of the railway line. Therefore, this option provides a less effective form of mitigation to reduce recreational impacts on the heaths in comparison to options UE1, UE2 and UE3. It is also not clear whether this option would satisfy the habitats regulations assessment.</p>

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		<p>The provision of a SANG within walking distance of the urban extension and high quality open space within the site is likely to relieve some of the recreational pressure on the Dorset Heaths and New Forest National Park and Burton Common SSSI. The concept of SANGs as a form of heathland mitigation is supported by Natural England and through research undertaken by local ecologists.</p> <p>The recreational behaviour of new residents to the Borough will be easier to influence as they are unlikely to have established recreational patterns.</p> <p>There is some uncertainty concerning the implementation of a SANG north of the railway line due to Hampshire Country Council and Dorset County Council's</p>			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		<p>plans for minerals extraction in this location. However, there is potential to implement a SANG located north of the railway line and to the east of Burton in an area unaffected by potential plans for minerals working.</p> <p>In isolation the provision of a SANG may not draw significant recreational pressure away from the Dorset Heaths and National Park to avoid degradation of the heaths. In combination with other heathland mitigation measures such as the provision of SANGs elsewhere there is greater potential to lessen any adverse impacts on the heaths.</p>			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
=	=	=	X	X	X
<p>This option relates to the situation without the plan in place so will generate no additional impact on habitats and species.</p>	<p>Ecological studies undertaken by the New Forest identify that development located within a distance of 20K has a recreational impact on the New Forest National Park. For the Dorset Heaths recreational impact is judged to have an effect between 400m and 5k. In this instance the cumulative recreational impact upon the Dorset Heaths and the New Forest from development within Dorset and Hampshire must be considered with an appropriate mitigation strategy.</p> <p>The Dorset Heathland Officers Group are considering a package of measures which include the provision of SANGs in appropriate locations,</p>	<p>This option is likely to have a lesser cumulative impact than Option UE1 as it involves a lower level of housing. As with this option the avoidance / minimisation of cumulative impacts will depend on the effective implementation of a strategic package of measures across the sub region.</p>	<p>This option is likely to have a lesser cumulative impact than Options UE1 and UE2 as it involves a lower level of housing. As with this option the avoidance / minimisation of cumulative impacts will depend on the effective implementation of a strategic package of measures across the sub region.</p>	<p>In one respect this option involves a lower level of housing than options UE1 and UE2 which in itself has a lesser impact on the heaths. However, as set out above it is unlikely that locating a SANG south of the railway will provide a suitable form of heathland mitigation.</p> <p>The cumulative impact will depend on the effective implementation of a strategic package of measures across the sub region.</p>	

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4									
		access and habitat management and visitor education. The avoidance / minimisation of any adverse impact from increased recreational pressure is dependant upon the effective implementation of this package of measures.												
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)													
	-	++	++	++	+	+	+	+	+	+	+	+	+	+
<p>This option involves future development being concentrated on brown field land without an urban extension.</p> <p>However, this is not utilising land south of the railway which is well sustainably and well related to the urban area in effectively addressing local housing need.</p>	<p>Development options considered for the Core Strategy south of the railway line involve amendments to the existing Green Belt Boundary. The results of the SHLAA published in 2010 determine that in order to accommodate the First Detailed Proposals housing figure for Christchurch of 3,200 there is a need for in excess of 600 dwellings within the urban extension.</p>	<p>This option brings forward a lower level of housing than option B and utilises land south of the railway for housing less effectively.</p> <p>The remaining assessment is as per Option UE1.</p>	<p>This option brings forward a lower level of housing than options UE1 and UE2 and utilises land south of the railway for housing less effectively.</p> <p>The remaining assessment is as per Option UE1.</p>	<p>This option brings forward a lower level of housing than options UE1 and UE2 and utilises land south of the railway for housing less effectively.</p> <p>The remaining assessment is as per Option UE1.</p>										

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		<p>The SHLAA process ensures that development opportunities on brown field sites in the existing urban area will be maximised in accommodating Christchurch’s locally established housing target.</p> <p>Development of the urban extension will involve the loss of Grade 2 versatile agricultural land. Any soils that are removed should be utilised elsewhere.</p> <p>Development in the urban extension will increase water usage. Measures such as enhanced water efficiency, water harvesting and reuse, should be encouraged in working toward water neutrality.</p> <p>This option maximises development potential south of the railway line. Locating development</p>			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4									
		south of the railway line within the area of search is the least constrained area in close proximity to existing community facilities.												
Cumulative / In- combination Effects (If relevant) (Short, medium long term)														
	-	-	-	X	X	X								
	This option does not have a positive in-combination impact with housing delivery options in the plan area and the wider sub region as it does not make best use of sustainably located sites for housing.	Since the revocation of the draft South West Regional Spatial Strategy South East Dorset authorities without an adopted Core Strategy in place including Bournemouth, East Dorset and Purbeck and Christchurch have been reassessing local housing targets to be delivered over the plan period. Therefore, the level of housing to be delivered across the sub region is currently uncertain and it is not clear the extent to which the options for the Christchurch urban extension in combination with new housing development across the sub region will contribute to housing need.												
3) Minimise pollution	Direct Effects (Short, medium, long term)													
/	=	=	=	X	X	X	X	X	X	X	X	X	X	X
4) Minimise factors contributing to climate change	This option relates to the situation without the plan in place so will generate no additional impact on factors contributing to pollution or climate change.	Option UE1 puts forward 950 -1250 dwellings south of the railway which has significant implications for the level of waste generated and the % of waste directed to landfill. There are	Option UE2 presents a level of development of approximately 650 - 850 dwellings which is likely to have a lesser adverse impact than Option UE1. However, mitigation measures are still	Option UE3 presents a level of development of approximately 500 - 650 dwellings which is likely to have a lesser adverse impact than Option UE1. However, mitigation measures are still	Option UE4 presents a level of development of approximately 500 - 650 dwellings which is likely to have a lesser adverse impact than Option UE1. However, mitigation measures are still									

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		<p>opportunities to reduce adverse impacts through the promotion of recycling.</p> <p>This level of development will also increase levels of CO2 emissions and NOx which contribute to the causes of climate change. In order to minimise / avoid any adverse impacts mitigation measures are required which will include:</p> <ul style="list-style-type: none"> • Measures reducing the need to travel <p>The proposal for development will increase the amount of water abstraction but within acceptable limits.</p> <p>The impact assessment for this objective for all options assumes effective implementation of mitigation measures. Mitigation measures provide the opportunity to</p>	<p>required to minimise adverse impacts as set out under Option UE1.</p>	<p>required to minimise adverse impacts as set out under Option UE1.</p>	<p>required to minimise adverse impacts as set out under Option UE1.</p>

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		achieve no net increase in emissions however population growth will increase the level of waste to landfill and the amount of water abstraction.			
Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	=	=	=	x	x
	This option relates to the situation without the plan in place so will generate no additional impact on factors contributing to pollution or climate change.	The impact of development options considered above needs to be considered in combination with the impact of wider development across the plan area and outside the plan area. Effective mitigation measures will need to be put in place on a wider spatial scale to ensure a reduction in CO2 levels and no net increase in NOx levels.			
5) Provide access to meet people's need	Direct Effects (Short, medium, long term)				
	=	=	=	+	+
/ 7) Create conditions to improve health, promoting healthy lifestyles	This option reflects the situation without the plan in place with no urban	Options for development south of the railway are currently well served by public transport (Services every 30 minutes) or can be accessed by minor amendments to existing bus services. The site is approximately 3K from Christchurch rail station. Development in this location will generate additional road traffic which will have an impact on the capacity of the road network. The outputs of the South East Dorset multi modal study will determine the precise impacts of these development options.			

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
	<p>extension. For this objective there is no impact to consider.</p>	<p>Regular bus services to the site will contribute to reducing the need to travel and impact on the capacity of the road network. If development proceeds south of the railway improvements to transport infrastructure and bus services will be required supported by a revised obligations policy in the Core Strategy.</p> <p>Land south of the railway line is well served by convenience retail with Sainsburys adjoining the site and in reasonable proximity to comparison retail in Christchurch town centre, Somerford and Highcliffe.</p> <p>The site is within the catchment area of a range of primary schools including St Josephs, Highcliffe and Somerford Primary and secondary schools including the Grange and Highcliffe.</p> <p>Land south of the railway is in close proximity to the town centre and employment sites in the urban area and the airport. Master planning work for the urban extension will examine the potential for employment development as part of the urban extension.</p> <p>Master planning for the urban extension will determine precise requirements for community facilities to be provided. Improvements to pedestrian, cycling and access to open space provision will also need to be identified as part of the master planning process .</p> <p>This option will provide direct access to open space and alternative natural green space within walking distance of the urban extension. This type of provision will also reduce road traffic as people have the opportunity to recreate locally through access to outdoor facilities which also promotes healthy lifestyles. This is likely to have a strong positive impact in the short term as it is easier to influence the recreational habits of new residents.</p>			
Cumulative / In- combination Effects (if relevant) (Short, medium long term)					
=	=	=	X	X	X
	<p>This option reflects the situation without the plan in place with no urban</p>	<p>Development within the urban extension in combination with development in existing urban area and South East Dorset will increase road traffic and impact upon the capacity of the road network. The South East Dorset Multi Modal Study will identify infrastructure improvements required to minimise the impact of traffic</p>			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
	<p>extension. For this objective there is no impact to consider.</p>	<p>growth. Measures to reduce the need to travel are also required alongside essential infrastructure improvements. In order to deliver the necessary improvements a two tier approach is required in relation to developer contributions which operate at a Borough and sub regional level.</p> <p>A sub regional approach is required toward the provision of employment land to ensure an appropriate range and quality of job opportunities across South East Dorset to meet the needs of new development in the Borough.</p> <p>Anticipated development in the Borough and the wider sub region will place greater demand on a range of essential community facilities such as education, health, sports and recreation and retail. Enhancements to and provision of new facilities will be required according to need generated by new development and require a cross border approach to need identification and delivery of new services.</p> <p>The extent of any positive or adverse impact will depend upon successful cross border working toward the identification of need for new facilities / infrastructure and the obtaining of necessary resources to secure implementation.</p>			
<p>8) Help make suitable housing available and affordable for everybody</p>	<p>Direct Effects (Short, medium, long term)</p>				
	<p>Without the urban extension the level of housing that can come forward sustainably in Christchurch will be much lower as this will rely on existing potential in the Christchurch urban area. This will make it very difficult to affectively address local housing need</p>	<p>This option has the potential to deliver in the region of 950 – 1250 dwellings which makes the greatest contribution to meeting local housing need. Delivery of 950 dwellings south of the railway line will make it possible to deliver the</p>	<p>This option has the potential to deliver in the region of 650 – 850 dwellings which makes a significant contribution to local housing need. However, in consideration of existing development potential in the Christchurch urban area as identified in the SHLAA this option would</p>	<p>This option has the potential to deliver in the region of 500 – 650 dwellings which has a positive impact in addressing local housing need. However, Options UE3 and UE4 deliver the least housing which contributes least to meeting local housing need.</p> <p>Affordable housing provision is as per the Borough wide policy which is assessed under the affordable housing options.</p>	

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4										
		<p>First Detailed Proposals housing figure of 3,200 dwellings.</p> <p>Affordable housing provision is as per the Borough wide policy which is assessed under the affordable housing options.</p>	<p>not enable the First Detailed Proposals figure of 3,200 to be met.</p> <p>Affordable housing provision is as per the Borough wide policy which is assessed under the affordable housing options.</p>												
Cumulative / In- combination Effects (If relevant) (Short, medium long term)															
X		X		X											
<p>Since the revocation of the draft South West Regional Spatial Strategy South East Dorset authorities without an adopted Core Strategy in place including Bournemouth, East Dorset and Purbeck and Christchurch have been reassessing local housing targets to be delivered over the plan period. Therefore, the level of housing to be delivered across the sub region is currently uncertain and it is not clear the extent to which the options for the Christchurch urban extension in combination with new housing development across the sub region will contribute to housing need.</p>															
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning,	Direct Effects (Short, medium, long term)														
	=	=	=	++	++	++	++	++	++	++	++	++	+	+	+
	This option does not involve the urban extension coming forward so there is no additional impact on service and facilities requirements.	The site is within the catchment area of a range of primary schools including St Josephs, Highcliffe and Somerford Primary and secondary schools including the Grange and Highcliffe. It	This option will deliver in the region of 650 – 850 dwellings. Community facilities and amenity requirements are broadly similar to Option UE1 and can be accommodated within this option.	This option will deliver in the region of 500 - 650 dwellings. Community facilities and amenity requirements are broadly similar to Option UE1 and can be accommodated within this option.	This option will deliver in the region of 500 - 650 dwellings. Community facilities and amenity requirements are broadly similar to Option UE1 and can be accommodated within this option.	This option will deliver in the region of 500 - 650 dwellings. Community facilities and amenity requirements are broadly similar to Option UE1 and can be accommodated within this option.									

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
<p>training, skills knowledge and culture</p>		<p>is not considered necessary to provide a school within the urban extension to meet educational needs.</p> <p>For a development of up to 950 dwellings it will be possible to meet open space standards identified in the PPG17 study. The additional need generated by a development of 1250 dwellings would need to utilise existing open spaces close to the development. This option involves provision of a SANG north of the railway which if implemented effectively will help to meet recreation needs.</p> <p>Master planning work for the urban extension is exploring the potential for employment development within the urban extension. However, if any potential exists it is likely to be fairly low level. Land south of the railway</p>			<p>This option locates SANG provision south of the railway line which is unlikely to provide a recreational area of suitable size and attractiveness.</p>

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		<p>is in close proximity to the town centre and employment sites in the urban area and the airport which will provide employment and training opportunities.</p> <p>There will be a requirement for a small number of retail units within the urban extension to meet day to day needs. The Sainsbury's store provides good access to convenience shopping and the urban extension is in close proximity to a range of comparison retail outlets in Christchurch Town Centre and Somerford.</p> <p>Stage 1 master planning for the urban extension has identified the requirement for a health centre within the urban extension which will assist in meeting local</p>			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4	
		<p>health requirements. This can be accommodated within this option.</p> <p>Master planning work has also identified the requirement to provide a community hall which could be accommodated within this option and have a positive impact on social cohesion.</p>				
Cumulative / In- combination Effects (If relevant) (Short, medium long term)						
= = =			+	+	+	
	This option does not include an urban extension so there is not a cumulative impact to consider.	Other Core Strategy options for the rest of the Borough address the provision of essential community facilities, provision of open space, educational and training opportunities retail provision and health services. In combination with options for the urban extension this has the potential to have a significant positive impact. However, the delivery of a number of services and facilities is dependant upon other agencies and organisations.				
10) Protect and enhance historic buildings, archaeological sites and other culturally important features.	Direct Effects (Short, medium, long term)					
	= = =			X	X	X
	This option does not include an urban extension so will not have	Development located south of the railway line is in close proximity to Burton and Verno Lane conservation areas. Future development will need to have a positive impact upon these conservation areas and their settings.				

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
	an effect on the Burton and Verno Lane conservation areas.	<p>Staple Cross is a scheduled ancient monument located adjacent to the site on Salisbury Road. It is important that this scheduled ancient monument is not adversely affected. Any potential changes to the junction layout at Staple Cross facilitating access to the urban extension will need to ensure no adverse impact.</p> <p>At this stage the Core Strategy is purely looking at the location and level of development. Detailed design issues will be addressed in the preparation of a supplementary planning document for the urban extension. Further SA work at this stage will deal with the impact of the proposed urban extension in more detail. Therefore, the impact on conservation areas is uncertain at this stage.</p>			
Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	=	=	=	X	X
	This option does not include an urban extension so there is not an in-combination effect to consider.	The Borough is likely to accommodate a significant level of new development with potential for over 2000 dwellings to be accommodated in the existing urban area and Burton during the plan period to 2027 some of which will be accommodated in conservation areas. Future development in the existing urban areas will need to have a positive impact on conservation areas inclusive of the Burton and Verno Lane conservation areas. The Core Strategy includes policy approaches concerning design and appropriate development in conservation areas which should minimise the risk of any adverse impacts on conservation areas. However, there is a degree of uncertainty regarding the cumulative impact of new development on the character of conservation areas due decisions made on individual applications.			
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Direct Effects (Short, medium, long term)				
	=	=	=	+	+
	This option reflects the situation without the plan in place with no urban extension. For this objective there is no impact to consider.	These options involve locating built development south of the railway line, immediately north of the Christchurch urban area. Development in this location is well related to the urban area and the railway line provides a clear defensible boundary preventing the risk of urban sprawl and adverse landscape impact north of the railway line.			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4								
		The Core Strategy addresses the broad location of development and uses required within the urban extension. The Core Strategy includes a borough wide policy approach to design which should have a positive impact upon the design quality of new development coming forward within the urban extension. Stage 2 of the master planning process will inform the production of a supplementary planning document which addresses detailed issues of design.											
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)												
	=	=	=	+		+		+					
	This option reflects the situation without the plan in place with no urban extension. For this objective there is no cumulative impact to consider.	Core Strategy borough wide design and character policies should have a positive impact upon the design of new development in proximity to the urban extension and a positive in combination effect with well designed new development coming forward within the urban extension.											
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term)												
	--	--	--	++	++	++	+	+	+	+	+	+	+
	This option does not include an urban extension and will result in a significantly lower level of housing delivered in the Borough over the	This option involves the provision of a small number of retail units and the potential for some employment related development which would create jobs and contribute to raising local economic output.	This option has a similar impact to Option UE1 but provides a lower level of housing. Therefore this option contributes less to providing housing for local employees and has a less positive impact on the economy.	This option has a similar impact to Option UE1 but provides a lower level of housing to Options UE1 and UE2. Therefore this option contributes less to providing housing for local employees and has a less positive impact on the economy.	This option has a similar impact to Option UE1 but provides a lower level of housing to Options UE1 and UE2. Therefore this option contributes less to providing housing for local employees and has a less positive impact on the economy.								

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
	plan period. This will have an adverse impact upon homes available for people seeking to work in the local area and will adversely affect the local economy.	This option involves the provision of approximately 950 – 1250 new dwellings. This will provide a range of housing size and type to offer homes to employees including young people who wish to live and work in the area. This will have a positive impact on the local economy and help to reduce the number of young people leaving the area due to a lack of suitable and affordable housing.			
Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	--	--	--	++	++
	Without an urban extension and a shortage in the availability of housing land as identified in the SHLAA there is an overall adverse impact on housing delivery and the ability to provide suitable and affordable housing for local employees.	In combination with other Core Strategy policies relating to the delivery of new employment land, new housing (including affordable housing), growth of retail development in Christchurch and Highcliffe centres and economic policies relating to the airport there is an overall positive cumulative impact upon the local economy			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
Conclusions	<p>Ecological survey work undertaken in 2007 identifies that the main impact of development options considered here is upon species. The survey has identified the potential for an adverse impact on bats which are a protected species. Since survey work was undertaken in 2007 the Council has observed a colony of Southern Damselfly on the River Mude south of the railway line which would be affected by the development options considered here for the urban extension.</p> <p>The survey identifies a range of mitigation / compensation measures to avoid / minimise adverse impacts species present in the area of search. The HRA assessment for the Core Strategy will provide further assessment of the impact of development options upon habitats.</p> <p>The Dorset Heathlands DPD Officers Group is in the process of examining strategic options for heathland mitigation which would be required to mitigate the impact of all the development options considered here involving the provision of SANGs, access management / habitat management and visitor education. As heathland mitigation is a cross border issue appropriate mitigation measures could be explored with the New Forest and the National Park Authority. The sustainability of development coming forward south of the railway line will depend upon the effective implementation of mitigation measures. The Core Strategy will identify the requirements for SANG provision to serve the urban extension. Options UE1 to UE3 involve the provision of SANGs north of the railway line which provides the opportunity to establish an area of suitable size and attractiveness to effectively reduce recreational impact on the Dorset Heaths and the New Forest National Park. Option UE4 provides a SANG south of the railway and Natural England has raised concerns that this will not provide a SANG of suitable size or attractiveness.</p> <p>Options UE1 to UE4 provide the opportunity to meet PPG17 open space standards and provide suitable opportunity for recreation.</p> <p>Development south of the railway line immediately adjoining the existing urban area is the least constrained area from an access perspective and is in closest proximity to essential services. Transport infrastructure improvements required to support the development options UE1 to UE4 will be identified through the South East Dorset Multi Modal Study. Development options UE1 to UE4 are the least constrained options in terms of site access requirements in comparison to alternative locations north of the railway line and immediately south of Burton village.</p> <p>Options UE1 to UE4 will increase levels of road traffic which has implications for increased emissions (CO₂ and Nox). The extent of any adverse impact will depend upon the successful implementation of mitigation measures set out above across the plan area and in response to all new development. Option UE1 will generate the highest level of development and may have the most significant adverse impact on pollution and climate change. Option C involves less housing than option UE1 and may contribute less to pollution and climate</p>				

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
	<p>change. Option UE3 and UE4 provide the least housing and may contribute the least to pollution and climate change. All options here will increase demand for water usage which can be kept within acceptable limits through enhanced water efficiency and water harvesting and reuse.</p> <p>Options UE1 to UE4 locate development immediately north of the Christchurch urban area and south of the railway line. The A35 and railway provide clear defensible boundaries to avoid urban sprawl and significant adverse landscape impact north of the railway.</p> <p>In consideration of the options, Option UE1 represents the most efficient use of land which maximises the development potential south of the railway line. Overall Option UE1 performs best in sustainability terms in maximising development potential and in relation to proximity to community facilities and regular public transport services. A higher level of development south of the railway line would also yield more development contributions which will assist the provision of transport infrastructure and essential community facilities. Option UE1 followed by Option UE2 make the most positive impact on meeting housing need and the economy through provision of higher levels of housing providing housing for local people and employees.</p>				

Table D.1

Appendix E Bournemouth Airport

Issue What should the vision and strategy be for the Bournemouth Airport and its northern business parks?

Sustainability Objectives	(Business as usual)	Option BA1			Option BA2				
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)									
1) Protect, enhance and expand habitats and protected species. 3) Minimise pollution 4) Minimise factors contributing to climate change	Direct Effects (Short, medium, long term)								
	x	x	x	x	x	x	x	x	x
	<p>The impact of this option upon habitats and protected species is uncertain as it largely depends upon the type of development proposals that come forward over the plan period and the associated generation of road traffic.</p> <p>This option represents the situation without the plan in place and may not result in the adoption of a comprehensive mitigation package to effectively reduce levels of harmful emissions. This is likely to have an adverse impact upon habitats and protected species and will contribute to the causes of climate change.</p> <p>This option does not present standards for sustainable construction which would reduce the impact upon climate change.</p>	<p>Bournemouth Airport is heavily constrained to the north and the east and in part to the west by national and international nature conservation designations. To the north, east and west lie extensive blocks of lowland heathland within Hurn Common, Town Common, and St Leonard's and St Ives Sites of Special Scientific Interest (SSSI). Much of this area of heathland SSSI is also included within two European wildlife sites, the Dorset Heaths Special Area of Conservation (SAC) and the Dorset Heathlands Special Protection Area (SPA). Significant parts of the heath within St Leonard's and St Ives SSSI nearest the airport curtilage are not SPA or SAC as these areas did not meet the Government's requirements for land to be SSSI at the time of the SPA and SAC submissions. Some parts of the heathland SSSIs are also part of the Dorset Heathlands Ramsar site. The</p>			<p>The impact upon SA objectives 1, 3 and 4 is as per the assessment of option BA1.</p>				

Sustainability Objectives	(Business as usual)	Option BA1	Option BA2
		<p>Moors river valley dissects the heathland areas on the east side and is part of the Moors River System SSSI.</p> <p>Growth of the northern business park and operational airport will result in increasing road and air traffic. These increases have implications for air quality which has potentially harmful impacts upon sensitive environmental habitats which lie within and adjoining the site. Fulfilling the potential of the site will depend on the level of impact on habitats and whether a sustainable pattern of development can be ensured. There are also potential implications for increasing levels of traffic on National Park roads which affect environmental capacity.</p> <p>Growth of the operational airport (the southern sectors) will include the following infrastructure and facilities in line with the 2007 Bournemouth Airport Masterplan:</p> <ul style="list-style-type: none"> • New passenger departure and arrivals terminal facilities, including enhanced retail and catering. • Further administrative accommodation for airlines, handling agents, tour operators, the airport authorities and government agencies. • Public and staff car parking. 	

Sustainability Objectives	(Business as usual)	Option BA1	Option BA2
		<ul style="list-style-type: none"> • Public transport facilities and enhanced services. • Other facilities for general aviation. • Cargo facilities, including bonded warehousing and associated infrastructure. • Operational infrastructure including runways, taxiways and enhanced apron facilities. • Emergency services facilities. • Aircraft fuelling and storage. • Navigation safety and aircraft control facilities and aids. <p>The impacts of this range of infrastructure has been considered by the Bournemouth Airport Ecological Study which has determined the following impacts:</p> <p>Special Protection Areas, Special Areas of Conservation and Ramsar Sites:</p> <ul style="list-style-type: none"> • Terminal expansion is likely to have a significant adverse impact on the River Avon SAC but it is possible to mitigate these impacts • Cumulative impacts from airport expansion plans are likely to have low level impacts on the New Forest National Park SAC, SPA and Ramsar site which are mitigable. 	

Sustainability Objectives	(Business as usual)	Option BA1	Option BA2
		<p>Sites of Special Scientific Interest:</p> <ul style="list-style-type: none"> • There are cumulative impacts of a medium / moderate level on the following habitats:; Hurn Common SSSI, Parley Common SSSI, St Leonard's and St Ives Heaths SSSI, Town Common SSSI. It is possible to mitigate the impacts on these habitats. <p>Sites of Nature Conservation Importance:</p> <ul style="list-style-type: none"> • There are low and minor impacts from airport expansion plans on the Avon Common Plantation and its possible to mitigate these impacts. • There are moderate impacts on from airport expansion plans on the Fillybrook Plantation, Fillybrook Crabbesfield and its possible to mitigate these impacts. • Further air quality work is required to determine precise impacts on Sopley Common Plantation. <p>European Protected Species:</p> <ul style="list-style-type: none"> • Impacts on protected species are assessed in detail for SA undertaken for issue: Which transport improvements should the Core Strategy consider as a 	

Sustainability Objectives	(Business as usual)	Option BA1	Option BA2
		<p>transport package to serve the future needs of the airport and local communities around it?</p> <p>Impact of Growth of the Airport Business Park:</p> <p>The impact of this option is dependant upon the level of development which can come forward at the business park. In view of current infrastructure constraints and uncertainty concerning the implementation of the link road to the A338 development is likely to be focused in the north west business park. A package of infrastructure improvements to the B3073 and A338 has been identified which would bring forward in the region of 15 - 30ha in accordance with the strategy set out above.</p> <p>A more detailed assessment will be undertaken as part of the Core Strategy habitats regulations assessment to determine more precise impacts on habitats and species in line with the assessment above for the operational airport. The Core Strategy HRA is required to assess the precise impact of the latest transport infrastructure schemes considered for the airport. Outputs of the HRA assessment should identify potential ‘tipping points’ beyond which further traffic and air pollution</p>	

Sustainability Objectives	(Business as usual)	Option BA1	Option BA2
		<p>would have a significant impact on ecology and internationally designated sites in particular. Critical levels and loads of habitat receptors are already exceeded which suggests that further decline in air quality may worsen an already unfavourable situation. The following ecological impacts have been identified in the airport ecology study in relation to future development of the business park:</p> <ul style="list-style-type: none"> • Direct habitat loss of semi – natural habitats, particularly in the eastern sector and of the North East sector SNCI (associated with link road option from the north east business park to the A338. • Abstraction and impacts of water flow on the Moors River SSSI and Avon Valley SAC • Air pollution particularly in relation to Dorset Heaths SPA / SAC and Ramsar as well as other heathland habitats; • Contamination including dust and run off • Disturbance, from human presence, noise and lighting 	

Sustainability Objectives	(Business as usual)	Option BA1	Option BA2
		<p>The development option put forward here relates to development within the existing airport boundary and does not involve land take from adjacent sites and habitats.</p> <p>The sustainability of option B will depend on the successful implementation of appropriate mitigation measures which relate to both the proposed strategy for the business park and operational airport:</p> <ul style="list-style-type: none"> • Best construction practice and appropriate design including buffer areas and landscaping proposals, provision of high quality open space within the proposals to reduce potential recreation impacts off site, improved boundary security and development of a lighting strategy sensitive to nature conservation • Ecological surveys to minimise impacts on areas of highest ecological value and the SNCI and implementation of species mitigation measures such as the provision of replacement habitat and where necessary translocation. • Any further development should be 'water neutral' and not require abstraction above existing levels. This can be achieved through measures including enhanced water 	

Sustainability Objectives	(Business as usual)	Option BA1	Option BA2					
		efficiency, water harvesting and reuse, metering and audits of water use. <ul style="list-style-type: none"> • Implementation of a green travel plan capable of restricting vehicle numbers • Improvements to the public transport network to the airport / business park • Measures to reduce the energy requirements of developments, including the thermal efficiency of buildings • Use of renewable or low energy sources • Screening strategy to reduce the dispersal of pollutants from the road network. (identification of strategic areas for screening planting e.g. key junctions that do not adversely impact on protected sites). • Energy reduction through the design and energy supply of proposed new terminal facilities and reducing emissions of operational ground vehicles. 						
Cumulative / In- combination Effects (If relevant) (Short, medium long term)								
x	x	x	x	x	x	x	x	x
	Without the plan in place it is uncertain whether an effective package of mitigation measures would be put in	The impact of this development scenario upon habitats, protected species, levels of pollutants and climate change needs	Assessment is as per Option BA1.					

Sustainability Objectives	(Business as usual)	Option BA1	Option BA2
	<p>place at a sub regional level to enable development at the operational airport and associated business park to come forward sustainably.</p>	<p>to be considered in combination with the impact of other commercial and residential development anticipated to come forward over the plan period within the South East Dorset sub region.</p> <p>Further air quality work is required to determine more precisely the impact of sub regional development which will be undertaken as part of the HRA assessment. A sub regional approach is required toward implementing an effective package of mitigation measures which may include</p> <ul style="list-style-type: none"> • The development of a sub regional planting strategy to filter out pollutants at key transport locations such as transport hubs. • Measures reducing the need to travel • Improvements in public transport services • Provision of renewable forms of energy • Sustainable construction <p>The impact of Option BA1 is dependent on the effective implementation of mitigation measures as set out above which is reflected in the uncertain impact.</p>	

Sustainability Objectives	(Business as usual)	Option BA1	Option BA2						
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)								
	-	-	-	+	+	+	+	+	+
	<p>Without the plan in place it is unlikely that the necessary funding from public sources and developer contributions can be obtained to deliver transport infrastructure required to bring forward 15 - 30 ha of employment land required to meet business needs over the plan period.</p>	<p>If this development scenario is taken forward with the necessary improvements to transport infrastructure this should bring forward in the region of 15 - 30ha of employment land in the north west business park which will ensure further utilisation of brown field land for employment related development. The provision of a link road from the north east business park to the A338 is required to bring forward significantly more development.</p> <p>Further work is required in relation to flood risk to determine the level of development that can come forward with flood mitigation measures in place.</p> <p>The Core Strategy developer obligations policy in combination with regional sources of funding will enable the provision of key infrastructure to facilitate further development.</p> <p>Should sufficient land be brought forward in the north west business park this will reduce pressure on Green Field and Green Belt sites elsewhere in the sub region for commercial development.</p>	<p>Assessment is as per Option BA1.</p>						

Sustainability Objectives	(Business as usual)			Option BA1			Option BA2		
<p>9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture</p>	Direct Effects (Short, medium, long term)								
	-	-	-	++	++	++	++	++	++
	<p>Without the plan in place and associated infrastructure plan it is unlikely that significant further development can come forward at the Airport and business park. This will limit the level of training opportunities.</p>	<p>With the implementation of the development scenario set out in Option BA1 and associated infrastructure improvements in the region of 15 - 30 ha of employment development is likely to come forward over the plan period which will create employment based training opportunities.</p> <p>The creation of employment based training opportunities as a result of implementing Option BA1 will assist the availability of skills and training for the sub region.</p>	<p>Assessment is as per Option BA1.</p>						
<p>12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.</p>	Direct Effects (Short, medium, long term)								
	-	-	-	++	++	++	++	++	++
	<p>The current approach to employment development at the business park co locates B1, B2 and B8 uses which includes some business activities which do not complement each other.</p> <p>The business park contains a mix of modern office/ industrial premises and older industrial buildings and hangers which only in part meet the needs of businesses seeking to locate at the</p>	<p>This option supports sustainable growth of the operational airport in line with the aspirations of the airport's 2007 Masterplan which will have a positive impact on job creation at the airport and the sub regional economy. The vision also includes reference to the proposed amendment to the Green Belt boundary to serve the operational needs of the Airport which will help to facilitate sustainable growth of the airport.</p>	<p>Assessment is as per Option BA1.</p>						

Sustainability Objectives	(Business as usual)	Option BA1	Option BA2
	<p>airport. Provision of new business premises is ad hoc and not consistent with a comprehensive development strategy for the site.</p> <p>The current approach to the image and marketing of the site mainly attracts industrial uses which does not maximise the potential of the site.</p>	<p>The vision also sets out an intent to work with the airport to explore opportunities for extend the existing range of routes operated from the airport to include more business and leisure destinations. In particular increasing the number of business destinations will help to improve European trade links to enhance the local and sub regional economy.</p> <p>Option BA1 reflects an aspirational but market facing approach to employment development in the Airport business park which reflects current economic requirements. It is essential that the approach to employment development at the airport is guided by the most up to date and robust economic assessments to reflect changes to the economy over the plan period.</p> <p>The airport business park serves as a strategic employment site for the sub region and successful implementation of an employment vision that meets the needs of local business and businesses that can be attracted to the plan area will make a significant contribution to the sub regional economy.</p>	

Sustainability Objectives	(Business as usual)	Option BA1	Option BA2
<p>Conclusions</p>	<p>Business as usual option</p> <p>It is unlikely that the business as usual option will achieve a comprehensive package of mitigation measures to ensure that any adverse impact upon habitats, protected species, are avoided / minimised. It is also uncertain whether appropriate measures will be put in place to limit harmful emissions and reduce factors contributing to the causes of climate change. This option does not present a clear employment vision for the business park with associated infrastructure requirements and as such it is uncertain</p> <p>how much development will come forward and the level of economic development achieved as a result. The lack of a clear vision for the site also does not assist the marketing of the site for the range of uses that could be attracted. Therefore, in environmental and economic terms the business as usual is not a sustainable option.</p> <p>Option BA1</p> <p>The impact of Option BA1 on environmental objectives is dependant upon the successful implementation of mitigation measures at a local and sub regional level. Comprehensive implementation of mitigation measures should result in nitrogen and water neutrality which will ensure no net increase in emissions or water abstraction. Option BA1 is flexible to meet the changing needs of the economy as the employment vision will be updated during the plan period in accordance with the most up to date and robust economic assessments. The strategy put forward in this option with accompanying transport infrastructure improvements (supported by developer contributions) will bring forward the level of employment development to meet the minimum requirements of business over the plan period and operational development at the airport in line with the existing terminal consent (2007). Additionally the range of employment uses identified in the vision will encourage the provision of a diverse range of employment based training opportunities to meet local need. From an economic perspective the strategy is sensitive to business requirements but restrictions in transport infrastructure that can be delivered during the plan period will affect the level of development that can come forward and resulting opportunities for economic development.</p> <p>Further HRA work will be undertaken for this option to determine more precise impacts and mitigation measures required.</p> <p>Option BA2</p>		

Sustainability Objectives	(Business as usual)	Option BA1	Option BA2
	Option BA2 has the potential to be the most sustainable option as the use of design policies will influence the location of different forms of business activity removing the need to overly prescribe which business uses should locate in individual zones within the business park and provides flexibility to changing market circumstances.		

Table E.1

Issue: Which part of the Airport do you think should be released from the Green Belt?

Sustainability Objectives	No change to the existing Airport boundaries.	Option BA3	Option BA4						
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)									
1) Protect, enhance and expand habitats and protected species. 3) Minimise pollution 4) Minimise factors contributing to climate change	Direct Effects (Short, medium, long term)								
	=	=	=	=	=	=	=	=	=
	The business as usual option with no change to the Green Belt boundary does not have any direct impact upon habitats and protected species, pollution and climate change.			Removal of the existing Green Belt designation in itself does not have any direct impacts upon habitats and protected species, pollution and climate change.			Removal of the existing Green Belt designation in itself does not have any direct impacts upon habitats and protected species, pollution and climate change.		
	Secondary Effects (If relevant) (Short, medium, long term)								
	x	x	x	x	x	x	x	x	x
With no change to the Green Belt boundary it remains as a key constraint to further development of			Removal of the Green Belt designation from the areas within the existing airport boundary required for operational development will remove the need			The assessment of secondary impacts is as Option BA3 with the exception that Option BA4 maintains the runway within the Green Belt.			

Sustainability Objectives	No change to the existing Airport boundaries.	Option BA3	Option BA4
	<p>the operational airport and the requirement to demonstrate exceptional circumstances remains.</p> <p>This may limit future airport development and related growth in road and air traffic which have implications for habitats and protected species, pollution and climate change.</p> <p>However, aside from the Green Belt constraint the priority limits to airport growth are flood risk, emissions from air traffic / road traffic, provision of public transport services and highways infrastructure improvements.</p>	<p>to demonstrate exceptional circumstances for development proposals within this area. However proposals will need to assess the impact on the adjoining Green Belt.</p> <p>Removal of land from the Green Belt removes one constraint to further operational related development. New operational development is likely to increase road and air traffic which has implications for habitats and protected species. The precise implications would depend upon the nature of development proposed and the existence of an effective mitigation package.</p>	
<p>12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.</p>	<p>Direct Effects (Short, medium, long term)</p>		
	<p style="text-align: center;">= = = = = = = = =</p>		
	<p>There is no direct impact upon the economy from maintaining existing Green Belt boundaries.</p>	<p>There is no direct impact upon the economy from removing the Green Belt designation within the existing airport boundary.</p>	<p>There is no direct impact on the economy from changes to the Green Belt designation for the southern sector.</p>

Sustainability Objectives	No change to the existing Airport boundaries.	Option BA3	Option BA4
	Secondary Effects (If relevant) (Short, medium, long term)		
	-	-	-
	With no change to the existing Green Belt designation this constraint remains for future operational development. In combination with other priority constraints this may limit the level of operational development and subsequently opportunities for economic development.	<p>Removal of the Green Belt designation within the existing Airport boundary removes a constraint to further operational development which may have a positive impact upon economic growth.</p> <p>However, growth of the operational airport will be determined by other priority constraints such as flood risk, emissions from air traffic / road traffic, provision of public transport services and highways infrastructure improvements</p>	<p>This option may have some positive impact for economic growth but to a lesser extent than Option BA3 with only the 'southern sector' removed from the Green Belt.</p>
Conclusions	<p>The business as usual option maintains the Green Belt constraint whereby future operational development would be required to demonstrate exceptional circumstances. This may limit further development of the operational airport and associated growth in road and air traffic. However, in terms of economic growth this option performs poorly.</p> <p>Options BA3 and BA4 remove a Green Belt constraint for further operational development. However, the extent and type of potential new development will be constrained by other priority limits such as the impact upon habitats and protected species, pollution levels and climate change as opposed to purely a change in the extent of the Green Belt. Should future operational development come forward in view of the above constraints, partly facilitated by changes in Green Belt designation, the sustainability of options BA3 and BA4 (in terms of their impact on the SA objectives reviewed above) will depend on the available mitigation package and its effective implementation.</p>		

Sustainability Objectives	No change to the existing Airport boundaries.	Option BA3	Option BA4
	Overall Options BA3 and BA4 may be more sustainable than the business as usual option as resultant development options would be required to identify mitigation packages that result in a reduction in harmful emissions or no net increase and future development would support economic growth.		

Table E.2

Issue: What are the priority issues which should determine the limits to growth of the operational airport and associated business park?

Sustainability Objectives	Business as Usual			Option BA5		
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)						
Direct Effects (Short, medium, long term) Traffic Light Assessment						
1) Protect, enhance and expand habitats and protected species.	X	X	X	++	++	++
3) Minimise Pollution	All the issues raised are currently priority issues determining the extent of growth for the operational airport and associated business park. However, the Core Strategy and associated evidence base provides a detailed assessment of the precise level of development that can come forward in view of the above constraints and a comprehensive package of mitigation options.			Emissions from road traffic / air traffic		
4) Minimise factors contributing to climate change				The ecological study undertaken by LUC identifies the potential for declining air quality as a result of plans for the expansion of Bournemouth Airport (including employment development and infrastructure enhancements) and implications for nature conservation have been highlighted as a particular concern. Airport expansion proposals have the potential to result in declining air quality as a result of increased flights, but perhaps more significantly as a result of increased levels of road traffic in the area through increased passenger numbers (and other vehicle activity associated with the airport) and increased employment provision in the northern development zone. This is against a backdrop of wider increases in traffic volumes due to economic and residential growth in the region anticipated over the plan period. Detail of the implications for specific habitats is set out in the ecological study.		

Sustainability Objectives	Business as Usual	Option BA5
		<p>Further work is required as part of the HRA assessment to determine the extent of the impact upon air quality and habitats and the more precise limit this places on the growth of the airport, this will also require further examination of aircraft emissions.</p> <p>The link between emissions from road and air traffic and climate change is well established by an extensive body of evidence. The mitigation package set out below includes measures to reduce the impact on climate change, habitats and species and levels of pollutants.</p> <p>Mitigation Options</p> <p>The airport ecological study undertaken by LUC sets out the following mitigation package in relation to emissions:</p> <ul style="list-style-type: none"> • Measures reducing the need to travel • Improvements in public transport services • Provision of renewable forms of energy • Sustainable construction • Strategic tree planting <p>In conclusion the inclusion of emissions from road and air traffic as a priority limit in the scale of future development at the airport has a strong positive impact on these 3 SA objectives.</p>

Sustainability Objectives	Business as Usual	Option BA5		
		++	++	++
		<p>Flood risk</p> <p>Flood risk is a priority constraint upon the level of development that can come forward at the northern business park. The Level 2 SFRA flood risk projection to 2086 factoring in climate change identifies significant areas of the north west business park within the functional flood plain (1 in 20 year very high flood risk) and zone 3 (1 in 100 year risk). A flood event in these areas would damage habitats and place the lives of protected species at risk. The HRA assessment will provide further clarity on the extent of the impact on habitats and species.</p> <p>Should a flood event occur there are also significant issues for pollution as a result of the impact of flood waters on commercial activities at the airport. The significance of any impact relates to the severity of a flood event and the type of commercial uses located on the airport site at the time.</p> <p>Further modelling work is required to determine the extent to which the level of flood risk can be reduced with appropriate flood defences in place and the level of development this can bring forward over the plan period.</p> <p>The level 2 SFRA does not present any significant issues for the future development of the operational airport and the North East business park (some areas are within zone 2 (1 in 1000 year medium risk).</p> <p>Mitigation Options</p> <ul style="list-style-type: none"> • Appropriate flood defence measures need to be explored by the airport owners to ensure sufficient development can come forward at the north west business 		

Sustainability Objectives	Business as Usual	Option BA5			
		<p>park to meet projected requirements for employment land and premises. Until this work is complete there is no certainty of development potential.</p> <ul style="list-style-type: none"> Mitigation measures set out above in relation to emissions are also relevant to reduce the factors contributing to climate change that affect increases in flood risk. <p>In conclusion the identification of flood risk as a priority limit to development mainly relates to the safety of the development.</p> <table border="1" data-bbox="1023 627 2112 691"> <tr> <td style="background-color: #00FF00; text-align: center;">++</td> <td style="background-color: #00FF00; text-align: center;">++</td> <td style="background-color: #00FF00; text-align: center;">++</td> </tr> </table> <p>Impact of development upon sensitive habitats / species</p> <p>The airport northern development zone adjoins and abuts a number of priority habitats. The integrity of these sites should be protected from the impact of development.</p> <p>The impacts of specific development options on sensitive habitats and levels of pollutants in proximity to the airport are assessed in relation to the SA of Issue: Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and the communities around it?</p> <p>In conclusion the Council has a duty to conserve and enhance SSSIs and the contribution this makes to achieving national targets for maintaining 95% of SSSI in favourable or recovering condition by 2010. There is a duty to conserve species protected by law within or adjoining statutory sites in the vicinity of the airport. National policy dictates that LAs should take steps to further the conservation of habitats and species of principal importance (e.g. priority BAP habitats and species). Therefore, the impact of development on habitats and protected species is a priority constraint.</p>	++	++	++
++	++	++			

Sustainability Objectives	Business as Usual	Option BA5		
		++	++	++
		<p>Traffic generation beyond existing highway capacity</p> <p>Increased levels of road traffic in proximity to the airport increases levels of harmful emissions which contribute to climate change and have an adverse impact upon sensitive habitats and species in proximity to the airport. Increased traffic generation raises a need for transport infrastructure improvements which have potential implications for the declining quality of habitats and direct habitat loss. The implications of specific infrastructure options for habitats, species and emissions are assessed under issue: Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and the communities around it?</p> <p>In conclusion the link between traffic levels and critical loads on habitats is clearly established in the Airport ecological study and future development should not exceed critical levels.</p>		
		++	++	++
		<p>Provision of public transport services</p> <p>The provision of appropriate public transport services serving the operational airport and associated business park is necessary to reduce reliance on the car and associated levels of harmful emissions which adversely impact upon sensitive habitats and species in proximity to the airport. Improvements in public transport services are a key measure in reducing levels of emissions which contribute to climate change.</p> <p>The operational airport is currently served by an hourly bus service but there are currently no bus services to the business park. The provision of suitable bus services is necessary to reduce levels of harmful emissions and impact on the capacity of the highway network. The implementation of necessary public transport services is reliant on the airport and private bus companies.</p>		

Sustainability Objectives	Business as Usual			Option BA5		
				In conclusion the provision of public transport services represents a priority limit as it is a key factor in reducing levels of emissions and congestion that adversely affect habitats, protected species and contribute to climate change.		
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)						
x	x	x	++	++	++	
	Emissions from road traffic / air traffic Without the plan in place there is a potential lack of co-ordination on a sub regional level to develop a package of measures that reduce emissions or result in no net increase.			Emissions from road traffic / air traffic Increases in levels of harmful emissions as a result of airport related development must be considered in combination with increases associated with the level of residential and employment growth anticipated to come forward in the sub region over the plan period to 2028. Further work is required to determine the precise implications for air quality and the extent of the impact upon habitats, protected species and climate change. Mitigation Options A sub regional approach is required toward developing an effective mitigation package that may result in no net increase in emissions. Suggested mitigation measures are set out above under 'direct impacts'.		
x	x	x	++	++	++	
	Impact of development upon sensitive habitats and species. Without the plan in place there is a potential lack of co-ordination on a sub regional level to develop a package of measures that reduce emissions or result in no net increase.			Impact of development upon sensitive habitats and species The airport northern development zone adjoins and abuts a number of sensitive habitats. The integrity of these sites should be protected from the impact of development. The cumulative impacts upon levels of pollutants, habitats and species from airport development options is considered under issue Issue: Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and the communities around it?		

Sustainability Objectives	Business as Usual	Option BA5		
	<p>A co-ordinated approach is also required in relation to identifying sub regional transport infrastructure improvements and an effective implementation strategy.</p>	<p>Mitigation options for habitats and protected species are also set out with the SA for this issue.</p> <p>The importance of protecting habitats and species has been set out under ‘direct impacts’ and there is potentially a very significant issue of a cumulative adverse impact when the airport development options are considered in combination.</p>		
	x	x	x	++
	<p>Traffic generation beyond existing highway capacity</p> <p>Without the plan in place there is a risk of an unco-ordinated approach toward the identification and securing the implementation of public transport improvements and transport infrastructure improvements required to bring further development forward at the airport.</p>	<p>Traffic generation beyond existing highway capacity</p> <p>Traffic generation as a result of growth of the operational airport and associated business park must be assessed in combination with traffic growth from residential and employment growth anticipated to come forward over the plan period to 2027. The potential cumulative loss or harm to habitats and species will depend on the nature of transport infrastructure improvements required to accommodate the needs of new development. Growth in sub regional levels of road traffic will have an adverse impact upon climate change through associated increases in emissions.</p> <p>The cumulative impact of levels of pollutants from airport and growth in the sub region requires further assessment which will be undertaken as part of the HRA assessment.</p> <p>Mitigation Options</p> <p>Mitigation measures to reduce levels of harmful emissions are set out above. Options to minimise the impact of infrastructure provision is assessed under the SA for Issue: Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and the communities around it?</p>		

Sustainability Objectives	Business as Usual			Option BA5		
				The importance of ensuring that traffic generation does not exceed existing capacity has been set out under 'direct impacts' and there is potentially a very significant issue of a cumulative adverse impact when the airport development options and sub regional development are considered in combination.		
	x	x	x	++	++	++
	Without the plan in place there is a potential lack of a co-ordinated approach toward the implementation of public transport improvements			<p>Provision of public transport services</p> <p>Improvements to public transport services needs to be approached on a sub regional level to ensure that there is suitable connectivity from across South East Dorset to make public transport a realistic alternative to the car. Public transport improvements on this spatial scale are likely to have a significant cumulative impact on reductions in levels of harmful pollutants resulting in positive impact upon habitats and species. The extent of any cumulative positive impact is dependant upon commitment from bus companies and the airport owners.</p>		
5) Provide access to meet people's need	xx	xx	xx	++	++	++
	<p>Traffic generation beyond existing highway capacity</p> <p>Without the plan in place there is a lack of a comprehensive framework and obligations policy to ensure the implementation of a package of measures including transport infrastructure and public transport improvements.</p>			<p>Traffic generation beyond existing highway capacity</p> <p>The emphasis of sustainable development is upon reducing the need to travel and travel by more sustainable modes. However, in accommodating new development there is also a requirement for improvements in transport infrastructure to improve accessibility. Therefore, a sustainable approach involves a combination of measures which reduce the need to travel and promote travel by more sustainable modes combined with transport infrastructure improvements required to meet the need of new development.</p>		

Sustainability Objectives	Business as Usual			Option BA5		
				<p>There are currently significant highways capacity issues along the B3073 which cause congestion. To minimise congestion and improve access to the airport improvements in transport infrastructure and public transport are required. The Core Strategy and Local Transport Plan must provide the framework for a package of improvements to transport infrastructure and public transport services.</p>		
	x	x	x	++	++	++
	<p>Provision of public transport services</p> <p>Public transport services have been improved to the operational airport in accordance with conditions imposed with the 2007 terminal consent.</p> <p>However, there are currently no bus services to the business park.</p> <p>Without the plan in place there is less opportunity to assemble developer contributions to support improvements in public transport services.</p>			<p>Provision of public transport services</p> <p>The provision of regular public transport services to the airport and associated business park serving a sub regional catchment area is a requirement to enable sustainable access. In this respect sustainable growth of the airport must be accompanied by suitable public transport improvements.</p> <p>With the plan in place there is the opportunity to obtain developer contributions to support the enhancement of public transport services.</p>		
	x	x	x	++	++	++
	<p>Traffic generation beyond existing highway capacity</p> <p>The Local Transport Plan and interim transport contributions provide a level of co-ordination for transport planning on a</p>			<p>Traffic generation beyond existing highway capacity / Provision of public transport services</p> <p>A sub regional approach is required to effectively address requirements for improvement to transport infrastructure and public transport to enhance positive impacts for accessibility which is formalised through the Core Strategy and Local Transport Plan.</p>		

Sustainability Objectives	Business as Usual	Option BA5					
	sub regional level. Long term formalised co-ordination in transport planning is enhanced through the Core Strategy.						
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres	Direct Impacts						
	x	x	x	+	+	+	
	Traffic generation beyond existing highway capacity / Provision of public transport services			Traffic generation beyond existing highway capacity / Provision of public transport services			
	Without the plan in place there is a lack of a comprehensive package of transport infrastructure and Public transport improvements to enable significant development to come forward that will facilitate sustainable economic development.			The provision of appropriate transport infrastructure and public transport improvements facilitates development coming forward at the operational airport and business park which assists economic growth. It is essential that infrastructure provision is timely during the plan period to meet the needs of business. The level of infrastructure that can be put in place is limited by financial resources that can be obtained through developer contributions and regional sources which places a limit on the level of development that can come forward and associated economic growth.			
	x	x	x	x	x	x	x
Flood risk			Flood risk				
Without the plan in place there would not be a comprehensive strategy to determine a flood defence strategy and the level of development that could come forward at the airport. Development would be controlled in accordance with nationally defined flood zones.			The scale and location of development to come forward at operational airport and associated business park is determined by the outputs of the SFRA Level 2 assessment. This places a restriction on economic development and GVA output. Options for flood defence measures at the airport need to be explored to determine the extent to which flood risk can be reduced and the subsequent level of development that can come forward.				

Sustainability Objectives	Business as Usual			Option BA5		
	x	x	x	x	x	x
	<p>Emissions from road / air traffic</p> <p>This is currently a priority constraint but the Core Strategy will provide further guidance on the level of development that can come forward.</p>			<p>Emissions from road / air traffic</p> <p>Emissions from road and air traffic are a priority constraint upon the level of development that can come forward at the airport which places a limit on economic growth potential. Further air quality work to be undertaken as part of the HRA assessment will assist in determining the level of development that can come forward at the airport.</p>		
	-	-	-	x	x	x
	<p>Impact of development upon sensitive habitats / species.</p> <p>This is currently a priority constraint but the situation without the plan in place does not determine the precise level of development that can come forward.</p>			<p>Impact of development upon sensitive habitats</p> <p>The impact of development options upon sensitive habitats as a priority constraint will limit the level of development coming forward at the airport and associated economic development. The outcomes of the HRA work will determine the precise impacts upon habitats of development options being considered for the airport and the level of development that can come forward. This will assist in the assessment of the levels of economic development that can be achieved at the airport.</p> <p>The mitigation options set out in relation to the assessment of objectives 1, 3 and 4 will enable further development to come forward and opportunities for economic development.</p>		
	-	-	-	x	x	x
	<p>Provision of public transport services</p> <p>This is currently a constraint to the level of development that can come forward and subsequently levels of economic development that can be achieved.</p>			<p>Provision of public transport services</p> <p>As a priority constraint to the level of development that can come forward there is potential for an adverse impact upon economic development.</p> <p>The Core Strategy will set out an implementation plan for improvements in public transport services and the assembling of developer contributions to support delivery.</p>		

Sustainability Objectives	Business as Usual	Option BA5					
	<p>However, the situation without the plan in place does not provide a detailed implementation framework for improvements to services which will assist economic development.</p>	<p>Due to the degree of uncertainty in securing the necessary improvements the economic impact of this priority limit on the economy is uncertain.</p>					
Cumulative Impacts							
x	x	x	x	x	x		
	<p>Emissions from road / air traffic</p> <p>Levels of emissions from road and air traffic are currently considered in relation to proposals for new development.</p> <p>Growth across South East Dorset over the plan period will increase levels of emissions from road traffic which subject to mitigation is likely to restrict the level of development that can come forward at the airport.</p> <p>Some mitigation measures have recently been put in place to enable further development to come forward.</p> <p>Without the plan in place there is unlikely to be sufficient evidence to determine the precise impact of increasing levels of emissions upon habitats and climate and change. As a result it is uncertain that the</p>	<p>Emissions from road / air traffic</p> <p>Growth in road traffic associated with anticipated sub regional growth will contribute to levels of emissions which affect the level of development that can come forward at the Airport and opportunities for economic growth. With the plan and associated evidence base in place this provides more certainty concerning the impact of increased levels of emissions upon habitats and climate change and subsequently the level of development that can come forward within acceptable limits.</p> <p>The HRA work undertaken for the Core Strategy will determine more precisely the impacts of changes in air quality and the mitigation measures available. The conclusion of this work will provide greater certainty regarding the level of development that can come forward and the opportunities for economic development.</p>					

Sustainability Objectives	Business as Usual	Option BA5						
	<p>necessary mitigation measures would be put in place to avoid / minimise adverse impacts.</p> <p>In this instance the precautionary principle would be adopted which would limit opportunity for economic development.</p>							
Cumulative Impacts								
<table border="1" style="width:100%; text-align:center;"> <tr> <td style="width:33%; background-color:red;">-</td> <td style="width:33%; background-color:red;">-</td> <td style="width:33%; background-color:red;">-</td> <td style="width:33%; background-color:green;">+</td> <td style="width:33%; background-color:green;">+</td> <td style="width:33%; background-color:green;">+</td> </tr> </table>			-	-	-	+	+	+
-	-	-	+	+	+			
	<p>Traffic generation beyond existing highway capacity / Provision of public transport services</p> <p>Improvements to the B3073 and its associated junctions are currently required to bring forward further development at the operational airport and associated business park.</p> <p>Anticipated development across the sub region will increase road traffic levels affecting highway capacity in the vicinity of the airport.</p> <p>Without the plan in place and a revised developer contributions policy it is uncertain whether the necessary funding can be secured to deliver transport infrastructure requirements to meet the needs of business over the plan period.</p>	<p>Traffic generation beyond existing highway capacity / Provision of public transport services</p> <p>With the plan in place and implementation of revised developer contributions policy there is greater scope to deliver the necessary improvements in transport infrastructure to enable sufficient development to come forward to meet the needs of business over the plan period. However, the likely level of resources which can be assembled may only bring forward the minimum projected requirements for employment land over the plan period to meet the needs of South East Dorset. This restricts a step change in the economy and places a real limit on the level of economic development that can be achieved.</p> <p>Should a sub regional developer contributions policy be adopted this will assist in the implementation of strategic transport infrastructure required to facilitate development coming forward at the business park which will assist economic growth. However, contributions cannot be assembled purely to support growth of the operational airport.</p>						

Sustainability Objectives	Business as Usual	Option BA5
<p>Conclusions</p>	<p>The single option presented for this issue is the only acceptable approach that is consistent with national guidance and meets the requirements of the Habitats Regulations. Limiting the level of development that can come forward in accordance with these issues is essential to ensure that development is brought forward within environmental limits.</p> <p>The HRA work for the Core Strategy will provide further evidence in relation to air quality and the direct impact of development options upon habitats and protected species. The HRA assessment will also provide details of mitigation measures and the level of development that can be brought forward as a result.</p> <p>In relation to flood risk future development will be located in accordance with the outputs of the Level 2 Christchurch Strategic Flood Risk Assessment. Options for flood defences need to be explored to determine the extent to which flood risk can be reduced and the resultant level of development that can come forward.</p> <p>The level of funding that can be assembled during the plan period through developer contributions and regional funding sources is likely to deliver the minimum level of development required to meet the needs of business over the plan period which places a limit on the level of economic development that can be achieved.</p>	

Table E.3

Issue: Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it?

Sustainability Objectives	Business as Usual	Option BA7	(Option not included in Core Strategy)	Option BA6	Option BA8
			<p>Improvements to Parley Cross Roads, Chapel Gate Roundabout and Blackwater Junction.</p> <p>Hurn Roundabout improvements / southern bypass.</p> <p>Additional high occupancy lane on the B3073.</p> <p>Improvements to the B3073 with enhancements to public transport services and cycle routes serving the airport and North East, North West business parks.</p> <p>Provision of off carriageway cycle lane adjacent to the A338 providing access to Bournemouth.</p>		

Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)

<p>1) Protect, enhance and expand habitats and protected species.</p> <p>3) Minimise pollution</p> <p>4) Minimise factors contributing to climate change</p>	Direct Effects (Short, medium, long term) Traffic Light Assessment														
	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=
	<p>Critical levels and loads are currently exceeded for a number of habitats. It is not clear that existing development plans that have planning consent (as of June 2009) in combination with wider proposals, will have an adverse impact on Natura 2000 sites and Ramsar Sites.</p> <p>Mitigation measures will need to demonstrate 'nitrogen neutrality' resulting in no net increase in NOx and N levels and loads, thereby preventing further impacts on internationally designated sites.</p> <p>Further air quality work is required to determine the precise impact on habitats and implications for climate change.</p>	<p>The impact of these specific junction improvements will be tested in detail as part of the Core Strategy Habitats Regulations Assessment.</p> <p>The Airport Ecological Study has assessed the likely impacts of these schemes but further work is required to assess the impact of final design options.</p> <p>The most likely impact upon habitats is from declining air quality. Mitigation measures should seek to offset any additional nitrogen loading by reducing the emissions from other activities resulting in no net increase in loading on Natura 2000 sites.</p> <p>Mitigation measures to reduce emissions levels which have an adverse</p>	<p>The impacts of infrastructure options common to Option BA7 are set out in the adjacent column.</p> <p>The Core Strategy HRA assessment will determine the precise impact of the design options associated with the above. infrastructure options</p> <p>The most likely impact of these options is associated with increased levels of traffic and impact upon air quality and associated impact of increased loads on habitats. Further air quality work as part of the HRA assessment will determine precise impacts.</p> <p>Mitigation measures to address air quality and achieve nitrogen neutrality are set out in the adjacent column. The</p>	<p>The Core Strategy HRA assessment will determine the precise impact of the design options associated with the above. infrastructure options</p> <p>The most likely impact of these options is associated with increased levels of traffic and impact upon air quality and associated impact of increased loads on habitats. Further air quality work as part of the HRA assessment will determine precise impacts.</p> <p>Mitigation measures to address air quality and achieve nitrogen neutrality are set out in the adjacent column. The achievement of nitrogen neutrality is dependant on the successful implementation of the package of measures.</p>	<p>The impacts of junction improvements to the B3073 and the A338 are set out in adjacent columns.</p> <p>The safeguarding in itself of an ecologically acceptable route for an A338 link road has no direct impacts. The impacts associated with implementing a link road are set out below:</p> <p>The implementation of a link road from the north east sector to the A338 is likely to result in the following impacts:</p> <ul style="list-style-type: none"> - Direct habitat loss of semi natural habitats, including the Moors River System SSSI; - Impacts on protected, UKBAP and notable species including habitat fragmentation (physical barriers as a result of 										

		<p>impact on habitats and contribute to climate change include:</p> <ul style="list-style-type: none"> - Implementation of a Green Travel Plan to reduce private car usage and transport emissions. - Measures to minimise energy requirements of new development, through appropriate design to improve thermal efficiency, use of renewable and / or low carbon technologies. - Other mitigation options may include the development of a sub regional planting strategy to filter out pollutants at key transport locations such as transport hubs. - Best construction practice and use of SuDS would avoid potential construction impacts, including contamination and disturbance. 	<p>achievement of nitrogen neutrality is dependant on the successful implementation of the package of measures.</p>	<p>The mitigation package to address air quality impacts is set out in adjacent columns.</p>	<p>human / vehicle presence and lighting), risk of injury / killing during construction as a result of traffic collision;</p> <ul style="list-style-type: none"> - Contamination including dust and runoff during construction and operation, including Avon Valley SPA / Ramsar Site, Moors River SSSI, and adjacent and nearby SNCIs; <p>Increased air pollution particularly in relation to Dorset Heaths SPA/SAC and Ramsar.</p> <p>(Specific impacts on individual habitats are set out in the LUC ecological study.)</p> <p>A following mitigation package has been identified in the ecological study:</p> <ul style="list-style-type: none"> - New crossing associated with link road designed to minimise habitat loss and disturbance during construction and ecological survey to
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		<p>- Improved boundary security would protect adjacent habitats, whilst development proposals should include high quality green space to reduce recreational pressure outside the development boundary.</p>			<p>inform location. The northern corridor option would require a viaduct design to reduce impacts on wetland habitats associated with the river.</p> <p>- Maintain a buffer between the site and road corridor, including management and / or planting of a native screening belt to filter pollutants.</p> <p>- All development must be informed by a full ecological survey and impact assessment to inform detailed design and minimise impacts. This would include micro siting to minimise impact of direct habitat loss.</p> <p>- Construction impacts to be minimised through best construction practice and use of SuDS, and lighting strategy to avoid increased illumination of semi –natural habitats.</p> <p>- Habitat creation along road verges.</p>
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					<p>The success of the mitigation package will depend on how comprehensively it is adhered to in construction of the link road.</p> <p>Mitigation measures to address air quality and achieve nitrogen neutrality are set out under the assessment of Option BA7. The achievement of nitrogen neutrality is dependant on the successful implementation of the package of measures.</p> <p>The mitigation package to address air quality impacts is set out in adjacent columns.</p>
Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment					
x	x	x	x	x	x
<p>Without the plan in place there is a degree of uncertainty concerning whether appropriate mitigation measures will be put in place to avoid adverse impacts on over</p>		<p>Increases in traffic associated with junction improvements may affect over wintering birds along the Avon Causeway. This may be mitigated through the implementation of a Green Travel Plan or other restriction of traffic on the Avon Causeway.</p> <p>The impact has been recorded as uncertain as it depends upon the successful implementation of mitigation measures.</p>			

wintering birds located along the Avon Causeway.				
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)				
x	x	x	x	x
<p>Critical levels and loads are currently exceeded for a number of habitats. It is not clear that existing development plans (as of June 2009) in combination with wider proposals, will have an adverse impact on Natura 2000 sites and Ramsar Sites.</p> <p>A sub regional approach is required toward mitigation to achieve nitrogen neutrality. Appropriate mitigation measures are set out under the</p>		<p>Airport junction improvements and associated traffic increases in combination with sub regional development proposals raises significant issues for declining air quality and the associated impact upon habitats and climate change.</p> <p>A co-ordinated sub regional approach is required to achieve nitrogen neutrality and reduce levels of other harmful pollutants that contribute to climate change. Appropriate mitigation measures are set out under the direct impact assessment above.</p> <p>A cumulative assessment of implications for direct habitat loss is not possible here without the final infrastructure designs.</p>		

	direct impact assessment above.														
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term) Traffic Light Assessment														
	X	X	X	+	+	+	+	+	+	++	++	++	+	+	+
	Without a comprehensive package of transport improvements and contributions policy in the LDF it is uncertain whether significant new development can come forward at the airport to enable effective utilisation of this Brownfield site.	This package of improvements will enable a significant level of new development to come forward at the North West business park which makes effective use of Brownfield land.			Added improvements to Hurn junction and the additional lane on Parley Lane will assist in reducing the level of congestion (in combination with other measures to reduce the need to travel) on the B3073 and bringing forward a greater level of development than Option BA7.			The addition of A338 widening from Cooper Dean to Blackwater will have a greater impact in reducing levels of congestion (in combination with measures to reduce the need to travel) compared to options Business as usual, BA7 and 'Option not included' and will assist bringing forward a higher level of development than options these options but less than BA8, making more effective use of Brownfield land.			This option is likely to bring forward a similar level of development to Option BA6 in the medium term. In the long term this option would bring forward significant further development in the North East Sector which is not possible with options Business as Usual, BA7, 'Option Not Included' and BA6.				
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment														
-	-	-	+			+			+						
Without a comprehensive package of transport	The impact of infrastructure improvements at the airport will place less pressure on green field and Green Belt sites in South East Dorset for commercial development.														

	<p>infrastructure improvements and a revised contributions policy it is likely that the level of development that can come forward at the Airport Business Park will be significantly limited. This will place additional pressure on Green field and Green Belt sites in South East Dorset.</p>										
<p>5) Provide access to meet people's need</p>	<p>Direct Effects (Short, medium, long term) Traffic Light Assessment</p>										
<p>=</p>		<p>=</p>		<p>=</p>		<p>+</p>		<p>+</p>		<p>+</p>	
<p>Without a comprehensive package of transport infrastructure improvements supported by a revised developer contributions policy this is likely to significantly limit the level of development that can come forward at the airport and associated increases in road and air traffic.</p> <p>As part of the recent terminal expansion the airport are implementing a Green Travel Plan</p>		<p>Improvements to junctions are likely to increase the levels of road and air traffic which have the potential to increase levels of congestion on the road network in the long term as junctions reach capacity. However, this may be avoided / alleviated through measures to reduce the need to travel and improvements in public transport services. Implementation of a Green Travel Plan, improvements in public transport and restrictions on the levels of parking at the airport will help to mitigate against increases in road and air traffic.</p> <p>Improvements in transport infrastructure serving the Airport will enable further employment development to come forward meeting local need. Improvements to public transport, walking and cycling access are required to improve sustainable access to the airport.</p>									

	<p>which will encourage more efficient use of the car.</p> <p>Public transport improvements have been made to the Airport but there is currently no service operating to the Business Park.</p> <p>Improvements have been made to walking and cycling facilities to access the airport site. A revised developer obligations policy is required to ensure that sufficient contributions are made to improving transport infrastructure.</p> <p>The lack of a comprehensive approach to improving transport infrastructure supported by a revised obligations policy will limit access to employment.</p>	
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		Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)															
		--	--	--	x			x			x						
		Without the plan in place it is unlikely that there will be a co-ordinated approach to transport contributions enabling the delivery of a South East Dorset transport strategy. A lack of a co-ordinated approach toward improvements in transport infrastructure is likely to have an adverse impact upon accessing employment and educational / training opportunities at the Airport.	The impact of the above infrastructure proposals upon congestion must be considered in combination with growth anticipated across South East Dorset during the plan period. The outputs of the South East Dorset Multi Modal Transport Study 2009 will identify a range of transport infrastructure improvements required across the area. It is currently uncertain whether sufficient funding will be available to deliver the necessary improvements to effectively mitigate against the impact of development across South East Dorset.														
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for	Direct Effects (Short, medium, long term) Traffic Light Assessment																
	--	--	--	+	+	+	+	+	+	++	++	++	++	++	++		
	The absence of a comprehensive package of transport infrastructure improvements to serve the airport and associated business park and revised developer contributions	Implementation of these transport infrastructure improvements will enable a limited amount of further development to come forward at the North West Business Park which will facilitate economic development.			This option provides additional infrastructure to Option BA7 and should enable a higher level of development to come forward in the North West Business Park which will facilitate economic development.			The implementation of this package of transport infrastructure improvements includes widening of the A338 in addition to the package of infrastructure set out			This option includes a link road from the North East Business Park to the A338 which should enable significant development to come forward in the North East						

<p>vital and viable town centres.</p>	<p>policy will place a significant limit on the level of development that can come forward at the Airport and associated restrictions on economic development.</p>	<p>The precise level of development facilitated by these options is determined by the Peter Brett Transport Study which equates to approximately 42,000sqm</p> <p>The Bournemouth, Dorset and Poole Workspace Strategy requires a minimum of approximately 15ha of employment land to come forward at the airport to meet projected demand for South East Dorset to 2027.</p>		<p>under 'Option not Included'. This should enable a higher level of development to come forward in comparison to Options Business as Usual, BA7 and 'Option not Included'.</p>	<p>Business Park. This is the only option that provides the opportunity to deliver in excess of the 15ha required at the Airport to deliver employment land projections contained in the Bournemouth, Dorset and Poole Workspace Strategy 2008.</p>										
<p>Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment</p>															
<p>--</p>	<p>--</p>	<p>--</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>++</p>	<p>++</p>	<p>++</p>	<p>++</p>	<p>++</p>	<p>++</p>	<p>++</p>
<p>If the level of development to come forward at the Airport is significantly limited by the lack of a comprehensive package of transport improvements across South East Dorset this will impact upon the ability of South East Dorset authorities to</p>	<p>Improvements to transport infrastructure enabling further commercial development to come forward at the Airport contribute to the employment land supply in South East Dorset. The Airport constitutes a strategic employment site for the sub region.</p>	<p>Improvements to transport infrastructure enabling further commercial development to come forward at the Airport contribute to the employment land supply in South East Dorset. The Airport constitutes a strategic employment site for the sub region.</p>	<p>The level of development facilitated by this option will make a significant contribution to sub regional employment land requirements.</p>	<p>The level of development facilitated by this option will make a significant contribution to sub regional employment land requirements and provides the opportunity to have sufficient headroom above employment land projections identified in</p>											

<p>demonstrate an employment land supply to meet requirements set out in 2008 GVA Grimley Workspace Strategy.</p>				<p>the Bournemouth, Dorset and Poole Workspace Strategy (2008)</p>	
<p>Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)</p>					
<p>--</p>	<p>--</p>	<p>--</p>	<p>x</p>	<p>x</p>	<p>x</p>
<p>Without plans in place across South East Dorset there will be insufficient employment land to meet projected requirements to 2027 as identified in the Bournemouth, Dorset and Poole Workspace Strategy 2008.</p>	<p>The impact of these development options on providing a sufficient supply of employment land to meet business needs during the plan period will depend upon development options put forward in South East Dorset Authorities LDF's. There is currently an undersupply of employment land for the area in the short to medium term and even with infrastructure improvements in place at the Airport it is uncertain whether sufficient land can come forward. Option BA8 with the inclusion of the link road provides the greatest opportunity to meet sub regional need but its delivery during the plan period is unlikely.</p>				

<p>Conclusions</p>	<p>The business as usual option would limit further development at the airport and therefore the amount of traffic generated directly from the airport. However, it would not deal effectively with congestion (slow moving traffic emits a higher levels of emissions than free flowing traffic). The business as usual option is not likely to result in a co-ordinated approach to a sub regional mitigation package that achieves nitrogen neutrality. This option also performs very poorly in supporting economic growth as it will only allow a very limited amount of new employment development.</p> <p>Option BA7 would improve highway capacity with the risk of raising levels of harmful emissions. A mitigation package is set out above that if implemented effectively could result in no net increase in emissions. This infrastructure option should enable a level off employment development to come forward to meet projected requirements for employment land to 2027.</p> <p>Option BA6 sets out transport infrastructure improvements over and above Option BA7 which raises issues for the potential increases in emissions which may be over and above Option BA7. Further air quality work is required to determine the precise implications of these improvements and the impact upon habitats and climate change and this will be undertaken as part of the Core Strategy HRA assessment. Option BA6 would deliver a greater level of employment development than Option BA7 but less than Option BA8.</p> <p>Option BA8 includes the provision of a link road which has more direct impact upon habitats (as set out in the LUC airport ecological study). A mitigation package has been set out to minimise the impact upon habitats and species. Implementation of the link road is likely to require widening of the A338 north of Blackwater junction which may involve direct habitat loss from a European habitat. On this basis compensatory habitat would need to be established elsewhere and it is uncertain whether this option could be pursued on habitats grounds. In comparison to alternative options presented here this option increases highway capacity by the greatest amount which has implications for levels of emissions. A mitigation package is set out in the ecological study which is implemented effectively could result in no net increase in emissions. This option would bring forward the highest level of employment land which would have significant positive implications for the local and sub regional economy.</p> <p>Over the plan period the impact of the preferred option BA6 on air quality will be monitored by diffusion tubes located at appropriate locations in the vicinity of the airport. Ecological surveys would inform the implementation of infrastructure to minimise adverse impacts on habitats and species. Dorset Country Council and Natural England monitor the condition of priority habitats and this would assess the impact of the preferred option over the plan period.</p>
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Table E.4

Issue Which development options should be pursued in consideration of the current infrastructure constraints?

Sustainability Objectives	Situation without the plan in place	Option BA10	Option BA9	Option BA11							
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)											
1) Protect, enhance and expand habitats and protected species. 3) Minimise pollution 4) Minimise factors contributing to climate change	Direct Effects (Short, medium, long term)										
	X	X	X	X	X	X	X	X	X	X	X
	<p>The impact upon habitats and species, pollution and climate change associated with this option is as per the business as usual option for issue: Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it?</p> <p>Further air quality work and HRA assessment is required to determine precise impacts.</p>	<p>The impact of this option upon habitats, species, pollution and climate change and appropriate mitigation measures is as per the assessment of Option BA7 which sets out the required junction improvements to bring forward this development option.</p> <p>Transport assessments undertaken by Dorset County Council, Buro Happold and Peter Brett Associates indicate that the above option would bring forward approximately 12 – 15 ha of commercial development. Mitigation measures to address adverse impacts of this scale of development are set out under Option BA7.</p>	<p>The impact of this option is as per Option BA6 for issue: Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it?</p> <p>This option is likely to bring forward in the region of 15 – 30 ha.</p> <p>The HRA assessment will determine more precisely the associated impacts on habitats, and species. Further air quality work is also required in relation to the impact of emissions levels associated with this option.</p>	<p>The impact of this option is as per Option BA8 in respect of the impact of transport infrastructure required to bring forward this development option.</p> <p>Further work is required to determine the scale of employment development this option would bring forward and the associated impacts on habitats, species, pollution and climate change.</p> <p>Further air quality work and HRA assessment is required to determine precise impacts.</p>							

Sustainability Objectives	Situation without the plan in place	Option BA10	Option BA9	Option BA11
		<p>Further air quality work and HRA assessment is required to determine precise impacts.</p> <p>The sustainability of this option is dependant upon the effective implementation of mitigation measures.</p>		
Secondary Effects (If relevant) (Short, medium, long term)				
	X	X	X	X
	Current traffic levels may raise issues for over wintering birds along the Avon Causeway.	Increases in traffic associated with junction improvements may affect over wintering birds along the Avon Causeway. This could be mitigated through the implementation of a Green Travel Plan or other restriction of traffic on the Avon Causeway.		
Cumulative / In- combination Effects (If relevant) (Short, medium long term)				
	X	X	X	X
	<p>Critical levels and loads are currently exceeded for a number of habitats. It is not clear that existing development plans (as of June 2009) in combination with wider proposals, will have an adverse impact on Natura 2000 sites and Ramsar Sites.</p> <p>A sub regional approach is required toward mitigation to achieve nitrogen neutrality.</p>	<p>Airport junction improvements and increases in traffic associated with the level of development these options will bring forward in combination with sub regional development proposals raises significant issues for declining air quality, levels of emissions and the associated impact upon habitats, species, pollution and climate change.</p> <p>A co-ordinated sub regional approach is required to achieve nitrogen neutrality and reduce levels of other harmful pollutants that contribute to climate change. Mitigation measures to address these issues are set out under the SA assessment for BA7.</p> <p>A cumulative assessment of implications for direct habitat loss is not possible here without the final design options for transport infrastructure improvements.</p>		

Sustainability Objectives	Situation without the plan in place	Option BA10	Option BA9	Option BA11								
	Appropriate mitigation measures are set out under the direct impact assessment of BA7.											
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)											
	-	-	-	+	+	+	++	++	++	++	++	++
	Without a comprehensive package of transport improvements and contributions policy in the LDF it is uncertain whether significant new development can come forward at the airport to enable effective utilisation of this Brownfield site.	This package of improvements will enable a significant level of new development to come forward at the north west business park which makes effective use of Brownfield land.	This option would bring forward more brown field employment land than options 'business as usual and BA10.	Should sufficient developer contributions be assembled to deliver the link road this will bring forward significantly more employment land than the other options and better utilise available brown field land in the north east business park.								
	Secondary Effects (If relevant) (Short, medium, long term)											
-	-	-	+	+	+	+	+	+	+	+	+	
Without a comprehensive package of transport infrastructure improvements and revised contributions policy it is likely that the level of development that can come forward at the airport will be significantly limited. This will	The impact of infrastructure improvements at the airport will place less pressure on green field and green belt sites in South East Dorset for commercial development.											

Sustainability Objectives	Situation without the plan in place	Option BA10	Option BA9	Option BA11							
	place additional pressure on Green field and Green Belt sites in South East Dorset.										
5) Provide access to meet people's need	Direct Effects (Short, medium, long term)										
	=	=	=	+	+	+					
	The direct impacts are as per the business as usual option for Issue: Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it?		Direct impacts are as per those set out under the SA for Issue: Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it? For Options BA7, BA6 and BA8.								
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Direct Effects (Short, medium, long term)										
	-	-	-	+	+	+	+	+	++	++	++
	Without the identification of a comprehensive package of transport infrastructure and revised obligations policy the amount of new development that can come forward at the airport is significantly limited. A lack of new development will limit the level of employment based training.		This option may enable in the region of 12 – 15ha of employment development to come forward at the north west business park which should create more employment based training.		This option is likely to bring forward in the region of 15 – 30 ha of employment land at the north west business park with potential to provide more training opportunities than options than the business as usual option and BA10.			This option provides the opportunity to bring forward the highest level of development which is likely to significantly increase the availability of work based employment opportunities and deliver more training opportunities than the business as usual option, BA9 and BA10.			

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Situation without the plan in place	Option BA10	Option BA9	Option BA11								
	Secondary Effects (If relevant) (Short, medium, long term)											
	-	-	-	+	+	+						
	A lack of development coming forward and limits to employment training opportunities has adverse implications for the sub regional economy.	Options BA9, 10 and 11 enable further development to come forward at the airport business park providing more employment training opportunities that positively contribute to the sub regional economy.										
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term)											
	--	--	--	+	+	+	++	++	++	++	++	++
	The direct impacts of this option are as per the business as usual option for Issue: Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it? This option is likely to result in no further development coming forward at the business park. The operational airport is able to expand in accordance with the limits set out in the 2007 terminal consent and with associated transport infrastructure improvements.	Improvements in transport infrastructure enabling further commercial development to come forward contributes to the employment land supply for South East Dorset.	This option would enable a higher level of employment development than the business as usual option and BA10 contributing to growth of the local economy.	This option would enable the highest level of employment development and has the greatest positive impact on sustainable economic growth.								

Sustainability Objectives	Situation without the plan in place	Option BA10	Option BA9	Option BA11								
Secondary Effects (If relevant) (Short, medium, long term)												
	--	--	--	+	+	+	++	++	++	++	++	++
	If the level of development to come forward at the airport is significantly limited by the lack of a comprehensive package of transport improvements this will impact upon the ability of South East Dorset authorities to demonstrate an employment land supply to meet requirements set out in 2008 GVA Grimley Workspace Strategy.	Improvements in transport infrastructure enabling further commercial development to come forward contributes to the employment land supply and economic growth of South East Dorset.	This option enables a higher level of development than the business as usual option and BA10.	This option provides the opportunity for the highest level of commercial development to come forward contributing to employment land supply and economic development in the sub region.								
Cumulative / In- combination Effects (If relevant) (Short, medium long term)												
	--	--	--	+			++		++			
	As noted in secondary impacts a lack of development coming forward has a potential cumulative impact on employment land supply for South East Dorset if key sites elsewhere in the sub region do not come forward.	In combination with other proposals for employment development in South East Dorset these options will bring forward further employment development contributing to overall economic development in the sub region. It is difficult to assess the cumulative benefit over time due to uncertainty in the timing for when employment sites will be brought forward across South East Dorset. In view of the infrastructure improvements required to bring forward development at the business park significant land is likely to be brought forward in the medium to long term.										
Conclusions	The business as usual option has uncertain implications for habitats, species and climate change. A lack of a comprehensive infrastructure strategy places a limit on the level of development that can come forward at the airport and associated road / air traffic growth that can be accommodated on the network. The impact of development growth elsewhere increases road traffic											

Sustainability Objectives	Situation without the plan in place	Option BA10	Option BA9	Option BA11
	<p>levels which has significant implications for levels of emissions and the impact on habitats, species and climate change. Additionally without the plan in place it is uncertain whether a suitable package of mitigation measures could be implemented to achieve no net increase or a reduction in levels of harmful emissions.</p> <p>The airport are implementing some measures to provide / promote more sustainable modes of transport to reduce the need to travel. However, Without the plan in place there is a lack of a comprehensive package of transport infrastructure improvements and a revised developer contributions policy to ensure sufficient improvement in access to the airport site. This option does not contribute significantly to economic development with only possibilities for limited further development. In conclusion Option A does not represent a sustainable approach in relation to the assessed SA objectives.</p>	<p>Option BA10</p> <p>This option facilitates further development at the airport which may raise levels of road and air traffic which has implications for habitats, species and climate change. Further air quality work and HRA assessment of infrastructure options is required to determine precise impacts. Ecology work undertaken to date has identified a mitigation package that if implemented effectively could achieve either a reduction in emissions or no net increase. Further development brought forward at the north west business park would utilise brown field land and contribute to economic development of the South East Dorset economy. The sustainability of this option is dependant upon the outputs of further HRA work and the resultant mitigation package.</p>	<p>Option BA9</p> <p>Conclusions for this option are as for Option BA10 with the addition of the additional lanes on the A338. As with preceding options clear conclusions regarding the sustainability of this option can be drawn following the outputs of air quality work and HRA work on final transport infrastructure schemes.</p>	<p>Option BA11</p> <p>Conclusions drawn for Option BA11 are as for Option BA8. The implementation of a link road and widening of the A338 north of Blackwater Junction may involve direct habitat loss of a European habitat which would need to be compensated for. As with preceding options clear conclusions regarding the sustainability of this option can be drawn following the outputs of air quality work and HRA work on final transport infrastructure designs.</p>

Sustainability Objectives	Situation without the plan in place	Option BA10	Option BA9	Option BA11
	<p>Overall Options BA9 and BA10 have the potential to be sustainable options dependent on the comprehensive identification and implementation of mitigation measures that have been determined through the Airport ecology study (2008) supplemented by additional HRA assessment and air quality work.</p>			

Table E.5

Appendix F Wimborne and Colehill Housing and Town Centre Options

Where should new neighbourhoods be provided in Wimborne and Colehill?

Sustainability Objectives	Option WMC 1	Option WMC 2	Option WMC 3	Option WMC 4	Option WMC 5
Performance / Significance Assessment (++) Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)					
1) Protect, enhance and expand habitats and protected species (taking account of climate change), avoiding damage to designated wildlife and geological sites and protected species on which they depend.	Direct Effects (Short, medium, long term)				
	=	=	=	=	=
	This option will allow for more residential development to be considered within 5km of protected heathland. If residential development were to be permitted on the site, its impact on the protected sites would be mitigated through the provision of Suitable Alternative Natural Green Space.	This option will allow for more residential development to be considered within 5km of protected heathland. If residential development were to be permitted on the site, its impact on the protected sites would be mitigated through the provision of Suitable Alternative Natural Green Space.	This option will allow for more residential development to be considered within 5km of protected heathland. If residential development were to be permitted on the site, its impact on the protected sites would be mitigated through the provision of Suitable Alternative Natural Green Space.	This option will allow for more residential development to be considered within 5km of protected heathland. If residential development were to be permitted on the site, its impact on the protected sites would be mitigated through the provision of Suitable Alternative Natural Green Space.	This option will allow for more residential development to be considered within 5km of protected heathland. If residential development were to be permitted on the site, its impact on the protected sites would be mitigated through the provision of Suitable Alternative Natural Green Space.

Sustainability Objectives	Option WMC 1	Option WMC 2	Option WMC 3	Option WMC 4	Option WMC 5
Secondary Effects (If relevant) (Short, medium, long term)					
=	=	=	=	=	=
If residential development were to be permitted on the site, its impact on the protected sites would be mitigated	If residential development were to be permitted on the site, its impact on the protected sites would be mitigated	If residential development were to be permitted on the site, its impact on the protected sites would be mitigated	If residential development were to be permitted on the site, its impact on the protected sites would be mitigated	If residential development were to be permitted on the site, its impact on the protected sites would be mitigated	If residential development were to be permitted on the site, its impact on the protected sites would be mitigated
Cumulative / In- combination Effects (If relevant)					
=	=	=	=	=	=
In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential development between 400m and 5km of protected Dorset Heaths	In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential development between 400m and 5km of protected Dorset Heaths	In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential development between 400m and 5km of protected Dorset Heaths	In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential development between 400m and 5km of protected Dorset Heaths	In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential development between 400m and 5km of protected Dorset Heaths	In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential development between 400m and 5km of protected Dorset Heaths

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option WMC 1	Option WMC 2	Option WMC 3	Option WMC 4	Option WMC 5										
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)														
	-	-	-	=	=	=	++	++	++	-	-	-	-	-	-
	This option would result in additional development on greenfield sites.	This option would result in additional development on a part greenfield part brownfield site.	This option would result in development on a brownfield site and will result in the efficient use of land.	This option would result in additional development on greenfield sites.	This option would result in additional development on greenfield sites.										
3) Minimise pollution (including air, water, soil, noise, vibration and light). 4) Minimise factors contributing to climate change.	Direct Effects (Short, medium, long term)														
	=	=	=	=	=	=	+	+	+	=	=	=	=	=	=
	This option should have a minimal impact on traffic generation due to the location of the site adjacent to the existing urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.	This option should have a minimal impact on traffic generation due to the location of the site within the existing urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.	This option should have a minimal impact on traffic generation due to the location of the site within the existing urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport. The redevelopment of this site for residential development is likely to result in a decrease in traffic generation from	This option should have a minimal impact on traffic generation due to the location of the site adjacent to the existing urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport. Care will be taken when developing this site to ensure that there is no adverse impact on the adjoining water abstraction bore hole.	This option should have a minimal impact on traffic generation due to the location of the site adjacent to the existing urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport. No residential development will be permitted in close proximity to the adjacent sewage treatment works.										

Sustainability Objectives	Option WMC 1	Option WMC 2	Option WMC 3	Option WMC 4	Option WMC 5
	<p>The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.</p> <p>Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts.</p>	<p>The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.</p> <p>Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts.</p>	<p>the site’s existing use for commercial purposes, especially by HGV’s.</p> <p>The residential development of the site is likely to result in a positive impact on energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.</p> <p>Overall there is a positive impact on sustainability objectives 3 and 4 as the impact of residential</p>	<p>The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.</p> <p>Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts.</p>	<p>The residential and sporting development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential and non-residential developments, and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.</p> <p>Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts.</p>

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option WMC 1	Option WMC 2	Option WMC 3	Option WMC 4	Option WMC 5										
			development is likely to be less than the existing commercial uses.												
5) Provide access to meet people's needs.	Direct Effects (Short, medium, long term)														
	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
	This option could allow for additional residential development in an area which will allow easy access to a range of facilities.	This option could allow for additional residential development in an area which will allow easy access to a range of facilities.	This option could allow for additional residential development in an area which will allow easy access to a range of facilities.	This option could allow for additional residential development in an area which will allow easy access to a range of facilities.	This option could allow for additional residential development in an area which will allow easy access to a range of facilities. The scale of the development is likely to justify the need for an additional First School and a Local Centre which will include the provision of small shops. These facilities will be available to existing local residents as well as new residents, thereby reducing the need to travel to these facilities elsewhere in the town.	This option could allow for additional residential development in an area which will allow easy access to a range of facilities.									

Sustainability Objectives	Option WMC 1	Option WMC 2	Option WMC 3	Option WMC 4	Option WMC 5										
	Secondary Effects (If relevant) (Short, medium, long term)														
	+	+	+	+	+	+									
	This option will result in the initial loss of the football club, but its replacement (which is a pre-requisite of the residential re-development of the site) will be of a higher standard than the existing facilities.	This option will result in the initial loss of the rugby club, but its replacement (which is a pre-requisite of the residential re-development of the site) will be of a higher standard than the existing facilities.													
6) Provide a safe and secure environment (including coastal protection, major hazards e.g. blast zones, crime / fear of crime and flooding).	Direct Effects (Short, medium, long term)														
	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=
	This option will avoid residential development in areas susceptible to flooding.	This option will avoid residential development in areas susceptible to flooding.	This option will avoid residential development in areas susceptible to flooding.	This option will avoid residential development in areas susceptible to flooding.	This option will avoid residential development in areas susceptible to flooding.	This option will avoid residential development in areas susceptible to flooding.	This option will avoid residential development in areas susceptible to flooding.	This option will avoid residential development in areas susceptible to flooding.	This option will avoid residential development in areas susceptible to flooding.	This option will avoid residential development in areas susceptible to flooding.	This option will avoid residential development in areas susceptible to flooding.	This option will avoid residential development in areas susceptible to flooding.	This option will avoid residential development in areas susceptible to flooding.	This option will avoid residential development in areas susceptible to flooding.	This option will avoid residential development in areas susceptible to flooding.

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option WMC 1	Option WMC 2	Option WMC 3	Option WMC 4	Option WMC 5										
7) Create conditions to improve health, promoting healthy lifestyles, especially routine daily exercise and reducing health inequalities.	Direct Effects (Short, medium, long term)														
	+	+	+	++	++	++	+	+	+	+	+	+	++	++	++
	This option will allow access for its residents into the substantial areas of open space (SANGS) which will be provided in concert with the housing development.	This option will allow access for its residents into the substantial areas of open space (SANGS) which will be provided in concert with the housing development.	This option will allow access for its residents into the substantial areas of open space (SANGS) which will be provided in concert with the housing development.	This option will allow access for its residents into the substantial areas of open space (SANGS) which will be provided in concert with the housing development. The development will also contain areas of play space and open space within the new residential areas.	This option will allow access for its residents into the substantial areas of open space (SANGS) which will be provided in concert with the housing development.										
		This option will allow for an improvement to the environmental quality of this relatively deprived area through the provision of an area of open space with formal play equipment for new and existing residents.			The majority of the land associated with this option will be used for sports and recreational uses, as a replacement for the football and rugby clubs, as well as for new allotments. It will also deliver a new Country Park which will be available to new and existing residents.										
	Secondary Effects (If relevant) (Short, medium, long term)														
+	+	+	=	=	=	+	+	+	+	+	+	+	+	+	+
This option will result in the initial loss of the existing Cuthbury Allotments, but replacement allotments			The provision of the Suitable Alternative Natural Greenspaces will provide additional opportunities for existing	The provision of the Suitable Alternative Natural Greenspaces will provide additional opportunities for existing	The provision of the Suitable Alternative Natural Greenspaces will provide additional opportunities for existing										

Sustainability Objectives	Option WMC 1	Option WMC 2	Option WMC 3	Option WMC 4	Option WMC 5										
	will be required to be provided as a pre-requisite of development and there is a likelihood that more replacement allotments will be provided than those lost, and in a variety of locations which will increase access to this facility for more people.		residents of Wimborne and Colehill to use this recreational facility.	residents of Wimborne and Colehill to use this recreational facility.	residents of Wimborne and Colehill to use this recreational facility.										
8) Help make suitable housing available and affordable for everybody.	Direct Effects (Short, medium, long term)														
	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++
	This option will make land available for residential development which will provide for both open market and affordable housing in sustainable locations.	This option will make land available for residential development which will provide for both open market and affordable housing in sustainable locations.	This option will make land available for residential development which will provide for both open market and affordable housing in sustainable locations.	This option will make land available for residential development which will provide for both open market and affordable housing in sustainable locations.	This option will make land available for residential development which will provide for both open market and affordable housing in sustainable locations.	This option will make land available for residential development which will provide for both open market and affordable housing in sustainable locations.									
10) Protect and enhance historic buildings, archaeological sites and other	Direct Effects (Short, medium, long term)														
	+	+	+							+	+	+			
	This site lies partly with and adjoins the Wimborne Conservation Area. The proposal, in									The development of this site will respect the setting of the Wimborne Conservation Area and					

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option WMC 1	Option WMC 2	Option WMC 3	Option WMC 4	Option WMC 5										
culturally important features.	combination with other options within the Core Strategy relating to matters such as design, will ensure that the quality of the residential development respects the setting of the Conservation Area and enhances the approach to the Town when viewed from Julian's Road.			the Burts Hill Conservation Area and will protect the views of the Wimborne Minster when approaching the town from the north.											
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.	Direct Effects (Short, medium, long term)														
	=	=	=	+	+	+	+	+	+	=	=	=	=	=	=
	This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of an existing settlement.	This option will, in combination with other policies, deliver high a quality development within an existing settlement. It will result in the removal of an unattractive building from the site with the possibility of replacing it with buildings of a much higher quality.	This option will, in combination with other policies, deliver high a quality development on the edge of an existing settlement. It will replace a series of existing utilitarian industrial buildings which are reaching the end of their useful life.	This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of an existing settlement.	This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of an existing settlement.										

Sustainability Objectives	Option WMC 1	Option WMC 2	Option WMC 3	Option WMC 4	Option WMC 5										
	Secondary Effects (If relevant) (Short, medium, long term)														
	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
	This option will result in the potential for additional residential development on the edge of an existing settlement where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well,wear well and look well.	This option will result in the potential for additional residential development where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well,wear well and look well.	This option will result in the potential for additional residential development on the edge of an existing settlement where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well,wear well and look well.	This option will result in the potential for additional residential development on the edge of an existing settlement where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well,wear well and look well.	This option will result in the potential for additional residential development on the edge of an existing settlement where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well,wear well and look well.	This option will result in the potential for additional residential development on the edge of an existing settlement where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well,wear well and look well.									
12) Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term)														
						--	--	--	+	+	+				
						This option will result in the direct loss of land currently in employment use.			This option will make provision for the development of a Local Centre which will give rise to employment opportunities.						

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option WMC 1	Option WMC 2	Option WMC 3	Option WMC 4	Option WMC 5										
	Secondary Effects (If relevant) (Short, medium, long term)														
						=	=	=							
				It is understood that the buildings on site are substantially in need of replacement and that none of the current uses on site are dependent on this location for the success of their business. There will be the option for the current businesses operating from the site to re-locate to other employment sites being proposed as part of the Core Strategy, and to operate from buildings built to a higher sustainable standard than those currently on site.											
Conclusions	<p>These Options would allow for additional residential development to meet the recognised needs of the locality, and will provide additional affordable housing. The impact of any such development on sites of ecological importance, such as the Dorset Heaths, may be mitigated by providing suitable alternative natural greenspace which will be of benefit to the existing as well as future residents of an area.</p> <p>Option WMC3 will result in the loss of existing employment land, but the residential re-development of this site on the edge of the existing urban area with existing dwellings in close proximity results in a more efficient use of land and will improve the quality of the built form in the area. The existing uses on the site can be re-located elsewhere in the District in a more sustainable form of development.</p>														

Sustainability Objectives	Option WMC 1	Option WMC 2	Option WMC 3	Option WMC 4	Option WMC 5
	Option WMC5 allows for the development of a sports village and possible Country Park to replace the town’s existing football and rugby clubs which are both currently located in constrained locations with little opportunity to expand and offer additional facilities to local residents.				

Table F.1

Issue: What should be the extent of the Wimborne Town Centre boundary?

Sustainability objectives	Option WMC6	WMC7				
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)						
3) Minimise pollution	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	+	++	++	x	-	-
4) Minimise factors contributing to climate change:	<p>The designation of a new town centre boundary would clarify the focus of commercial development for the town centre and help to ensure development is located in a sustainable location with good public transport access.</p> <p>In the medium to long term, the concentration of development in more accessible locations will reduce the need to travel and the number of car trips and associated harmful emissions that contribute to the causes of climate change.</p>			<p>In the short term the impacts are uncertain because an existing boundary is in place.</p> <p>This option may have a negative impact in the medium / long term as an updated boundary may affect the level of development in the centre.</p> <p>This may result in development in less sustainable locations with poorer accessibility that may increase car journeys and levels of harmful emissions contributing to climate change.</p>		

Sustainability objectives	Option WMC6	WMC7				
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)					
	=	x	x	x	x	x
	<p>Together with other proposals aimed at improving the vitality and viability of the centre, the options may increase the number of visitors and generate more car journeys to Wimborne Minster, as the centre will remain a popular destination for visitors and tourists. The other centres will also experience more shoppers and car journeys. There is also the cumulative impact of further district wide development/sub regional development that will increase levels of emissions and factors contributing to climate change.</p> <p>Mitigation measures:</p> <p>The uptake of public transport may mitigate the increase of the number of visitors/generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques. The direct impact of the option on the objectives is therefore dependant on the successful implementation of other Core Strategy options and therefore remains uncertain.</p>			<p>Not certain. Without an updated boundary in place, there is no up to date comprehensive strategy addressing town centre development and associated transport issues infrastructure improvements.</p>		
5) Provide access to meet people's needs	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	+	+	+	x	x	x
	<p>In the medium and long term this option may result in the concentration of services in the town centre which may result in improvements in public transport and transport infrastructure that will promote travel by more sustainable modes other than the car.</p>			<p>Not certain. Without an updated boundary in place, there is no up to date comprehensive strategy addressing town centre development and associated transport infrastructure improvements.</p>		

Sustainability objectives	Option WMC6			WMC7		
	The positive impact of this option is dependant on the provision of transport infrastructure and public transport improvements.					
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	+	+	++	x	-	-
	<p>In the short term this option has a beneficial impact upon this objective by designating a town centre boundary in line with the recommendations of PPS4.</p> <p>In the medium and long term the designation of a town centre boundary for Wimborne Minster would focus the development of leisure and recreational facilities, and other town centre uses within the designated boundary, providing vital and viable communities.</p>			<p>Not certain in the short term.</p> <p>This option may have a negative effect in the medium and long term as not having an updated designated boundary may affect the level and location of community facilities.</p>		
12) Facilitate a sustainable and growing economy that creates economic and	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	++	++	++	+	+	+
	<p>The option will have a significant positive impact by attracting investment into Wimborne Minster town centre and support economic growth and employment opportunities This will create a vital and viable town centre in Wimborne.</p>			<p>This option would focus economic development appropriately, but would not reflect new opportunities identified within the preferred boundary as recognised through the Core Strategy.</p>		

Sustainability objectives	Option WMC6	WMC7
employment opportunity, as well as providing for vital and viable town centres.		
Conclusions	<p>WMC6 scores very well against the sustainability objectives.</p> <p>To mitigate the issue of congestion and increased visitor numbers, the emerging Core Strategy policies will support sustainable modes of travel and promote public transport alternatives to the car.</p> <p>The effectiveness of this option will be measured by the evidence of footfall counts, rents, levels of unit vacancies and growth in tourism numbers.</p>	

Table F.2

Issue: What should the vision be for Wimborne Minster Town Centre?

Sustainability Objectives	Option WMC8	Business as Usual	
<p>Performance / Significance Assessment (++) Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)</p>			
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term) Traffic Light Assessment		
	++	++	x
	<p>The vision encourages mixed use development. By concentrating residential, retail and leisure development in the town centre, brownfield sites will be efficiently redeveloped at higher densities, which is in line with the principles of sustainable development.</p>		<p>Without the plan in place the town centre would potentially be the focus for retail, leisure and residential development although there would be no comprehensive strategy to guide the growth and enhancement of the centre.</p>
	Cumulative impacts (Short, medium, long term) Traffic Light Assessment		
x	+	x	
<p>Due to the relatively high density of residential development planned for the centre, the viability of employing sustainable construction techniques will improve. Increased affordability of these technologies will contribute to the uptake of them in new development.</p>		As above	
3) Minimise Pollution	Direct impacts (Short, medium, long term) Traffic Light Assessment		
4) Minimise factors contributing to climate change	+	+	x
	<p>The link between emissions from road and air traffic and climate change is well established by an extensive body of evidence. Increased vitality of the centre will have an impact on the number of journeys made to the centre.</p> <p>Retail/leisure expansion</p>		<p>This option represents the situation without the plan in place and may not result in the adoption of a comprehensive mitigation package to effectively reduce levels of harmful emissions particularly in relation to a comprehensive package of transport improvements and other mitigation measures to reduce emissions.</p>

Sustainability Objectives	Option WMC8	Business as Usual
	<p>As a direct consequence this option may attract more shoppers and visitors to the centre which might result in the increase of traffic/congestion and subsequently air pollution. This however could be mitigated by the implementation of appropriate transport policies promoting the use of sustainable modes of travel and strategic improvements to the transport infrastructure.</p> <p>Residential development</p> <p>The provision of more housing in the centre will have a positive impact on this objective by concentrating development close to services and facilities, limiting car travel which would minimise air pollution.</p> <p>Public transport services</p> <p>Improvements in public transport services are a key measure in reducing levels of emissions which contribute to climate change. The provision of suitable bus services serving the town centre is necessary to reduce levels of harmful emissions and impact on the capacity of the highway network. This option will encourage the use of public transport as the main means of getting into the town centre which might reduce car journeys and have a positive effect on air quality and pollution levels.</p> <p>In conclusion the increased use of public transport represents a key factor in reducing emissions and congestion that contributes to climate change. The uptake of public transport may mitigate the increase of the number of visitors/generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies</p>	

Sustainability Objectives	Option WMC8	Business as Usual				
	<p>and sustainable construction techniques. The direct impact of the option on the objectives is therefore dependant on the successful implementation of other Core Strategy options and therefore remains uncertain.</p>					
Cumulative / In- combination Effects (If relevant) (Short, medium long term)						
x		x	x	-	-	-
	<p>There are likely to be increased traffic movements in Wimborne with new development which takes place and the new Waitrose. Despite efforts to encourage alternative modes of transport, this will lead to congestion in the central area.</p> <p>Improvements to public transport services need to be approached on a sub regional level to ensure that there is suitable connectivity from across South East Dorset to make public transport a realistic alternative to the car. Public transport improvements on this spatial scale are likely to have a significant cumulative impact on reductions in levels of harmful pollutants. The extent of any cumulative positive impact is dependant upon successful commitment from bus companies and the change in attitude from car owners.</p> <p>Emissions from road traffic as a result of higher numbers of visitors must be considered in combination with increases associated with the level of residential and employment growth set out in the South West RSS. Further work is required to determine the precise implications for air quality and the extent of the impact upon habitats, protected species and climate change.</p>	<p>Without the plan in place there is a potential lack of co-ordination on a sub regional level to develop a package of measures that reduce emissions or result in no net increase including transport improvements</p>				

Sustainability Objectives	Option WMC8	Business as Usual				
	<p>Mitigation Options</p> <p>A sub regional approach is required toward developing an effective mitigation package that may result in no net increase in emissions. Suggested mitigation measures are set out above under 'direct impacts'.</p>					
5) Provide access to meet people's need	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	++	++	++	x	x	x
	<p>This option has a significant positive impact on this objective by enabling more people to access basic facilities by providing shops, the library, health, education and leisure facilities locally, in the town centre. Expansion of the retail offer will encourage more people to travel locally to the centre which may have a positive impact on reducing car emissions. The option will promote use of public transport as the principal means of getting into the town centre, which will have a positive impact on reducing car travel.</p> <p>It will promote mixed use development, providing retail, residential, leisure and work space opportunities in the town centre.</p>			<p>Without the plan in place there is a lack of a comprehensive framework and obligations policy to ensure the implementation of a package of measures including transport infrastructure and public transport improvements.</p>		
	Cumulative Effects (Short, medium, long term) Traffic Light Assessment					
	x	x	x	x	x	x
<p>In the medium to long term the implementation of this option will depend on the successful implementation of other transport policies aimed at changing attitudes to</p>			<p>Long term formalised co-ordination in transport planning is enhanced through the Core Strategy.</p>			

Sustainability Objectives	Option WMC8	Business as Usual				
	<p>public transport. A sub regional approach is required to effectively address requirements for improvement to transport infrastructure and public transport to enhance positive impacts for accessibility which is formalised through the Core Strategy and Local Transport Plan.</p>					
<p>6) Provide a safe and secure environment</p>	<p>Direct Effects (Short, medium, long term) Traffic Light Assessment</p>					
	++	++	++	x	x	x
	<p>Design</p> <p>As a direct consequence new development will be carefully planned to ensure that the environment does not encourage crime. A comprehensive design strategy aimed at improving the safety of public areas within the town centre will be developed in the plan.</p>			<p>Without the plan in place there is no comprehensive strategy to guide the quality of development in the town centre.</p>		
	<p>Cumulative Effects (Short, medium, long term) Traffic Light Assessment</p>					
	++	++	++	x	x	x
<p>Design</p> <p>In combination with other Core Strategy policies setting out high quality standards for design, the town centre will become a safer and more attractive place to visit.</p>			<p>As above</p>			

Sustainability Objectives	Option WMC8			Business as Usual		
7) Create conditions to improve health, promoting healthy lifestyles	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	+	+	+	x	x	x
	<p>As a direct consequence this option will continue to improve the opportunity for pedestrians to walk around the town centre, access areas of open space, such as The Square and Minster Green and other leisure facilities located in the town centre. The proposed enhancements to The Square will offer a high quality environment within the heart of the town, providing space to sit, relax, park bicycles and encourage more safe pedestrian movement around the town. New cycle routes providing ease of movement and accessibility across the town will be promoted.</p> <p>In the medium and long term the support of this objective will depend on the successful implementation of other plan policies such as funding to deliver the enhancements to The Square, and the opportunity to create safer cycle routes around the town.</p>			<p>Without the plan and a revised obligations framework it is uncertain that a comprehensive approach would be adopted to reduce noise, air, water and ground pollution and ensure sufficient provision of leisure, cycling and walking facilities.</p>		
8) Help make suitable housing available and affordable for everybody	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	+	++	++	x	x	x
	<p>As a direct consequence this option supports the provision of higher density residential units in the town centre, which will have a positive effect on meeting housing needs.</p>			<p>Without the plan in place there is no comprehensive strategy to inform the delivery of housing - including meeting the need for affordable housing.</p>		

Sustainability Objectives	Option WMC8	Business as Usual			
Secondary Effects (Short, medium, long term) Traffic Light Assessment					
+			x		
<p>As a secondary consequence, residential redevelopment may increase congestion and parking need in the town centre. This however, may be mitigated by the greater uptake of public transport in this sustainable location and by setting appropriate standards for residential parking to limit the number of vehicles in high accessibility areas.</p>	<p>Without the plan in place the town centre would likely be the focus for retail, leisure and residential development although there would be no comprehensive strategy to guide the growth of the centre.</p>				
Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
+			x		
<p>Other core strategy policies, including the affordable housing policy and residential design standards policy support this objective and will contribute to meeting identified housing needs, ensuring residential units provide for special accommodation needs and that adequate standards of design are implemented in new housing. This combined with the option, which encourages higher density residential development in the centre, will provide for suitable housing accommodation.</p> <p>However, the success of this proposal is dependent on the successful implementation of other policies including the affordable housing policy and residential design standards policy.</p>	<p>Without the plan in place there is no comprehensive strategy to inform the delivery of housing (including affordable housing).</p>				

Sustainability Objectives	Option WMC8	Business as Usual				
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	+	+	+	x	x	x
	<p>The option has a significant positive impact on this objective by:</p> <ul style="list-style-type: none"> • Continuing to provide basic services and community facilities in the town centre, including the central library and cultural facilities such as The Tivoli • Improvements to public spaces in the centre will reduce the fear of crime • The vision encourages the provision of healthier lifestyles through cycle lanes and open space in The Square • It champions the local distinctiveness of Wimborne Minster which may have a positive impact on the development of local businesses and cultural traditions 	<p>Without the plan in place there is no comprehensive strategy to support social cohesion by ensuring that the community's basic needs are catered for.</p>				

Sustainability Objectives	Option WMC8	Business as Usual				
10) Protect and enhance historic buildings, archaeological sites and other culturally important features.	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	++	++	++	x	x	x
	The enhancements to the setting of The Square in the heart of Wimborne Town Centre will be hugely beneficial to the town centre. This investment in the town centre will support the town and will help to encourage further investment by stakeholders and landowners. This will help to ensure the integrity and continued use of the historic buildings, particularly in the High Street and around Wimborne Minster, as well as the secondary streets, by encouraging their occupancy and prevent them from falling into a state of disrepair and vacancy.			Without the plan in place there is no comprehensive framework aimed at protecting the all the historical assets in the town centre.		
	Secondary Effects (Short, medium, long term) Traffic Light Assessment					
x	x	x	x	x	x	
In the medium and longer term the increased number of visitors might increase harmful emissions which may cause the deterioration of the fabric of historic buildings. This could be mitigated by the implementation of other plan policies which may result in no net increase in emissions such as <ul style="list-style-type: none"> • Measures reducing the need to travel • Improvements in public transport services • Renewable energy • Sustainable construction 			Without the plan in place there is no comprehensive framework aimed at protecting the historical assets in the town centre.			

Sustainability Objectives	Option WMC8			Business as Usual		
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Direct Effects					
	++	++	++	x	x	x
	<p>This option has a significant beneficial impact upon this objective by encouraging high standards of design in the centre, and aims to enhance areas of poorer design, such as Crown Mead and areas around the River Allen. The incorporation of local building traditions into new development will be encouraged in order to enhance the character of the built environment. Specific enhancements will help to create places, spaces and buildings that are locally distinctive. The expansion of evening economy uses will create a vibrant environment, recognised for its attractive restaurants and safe environment.</p> <p>In the medium and long term the support of this objective will depend on the successful implementation of other plan policies to secure funding for improvements and design policies.</p>			<p>Without the plan in place the town centre would likely be the focus for retail, leisure and residential development although there would be no comprehensive strategy to guide the growth of the centre.</p>		
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment					
+	++	++	x	x	x	
<p>The centre, recognised for its special historic character will attract more visitors which will result in other businesses and investors who will want to locate in the town centre. This will enhance its vitality.</p>			<p>Without the plan in place the town centre would likely be the focus for retail, leisure and residential development although there would be no comprehensive strategy to guide the growth of the centre, ensuring it retains its local distinctiveness.</p>			

Sustainability Objectives	Option WMC8	Business as Usual				
<p>12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres</p>	Direct Effects					
	++	++	++	x	x	x
	<p>The option has a significant positive impact upon this objective by encouraging the expansion of comparison retail to provide for diverse shopping facilities in the centre. This will attract more shoppers to the local economy, increase spending and contribute to the prosperity of the town. The expansion of the retail and leisure offer might create new employment opportunities in the service sector and contribute to a growing economy.</p> <p>Improvements made to the attractiveness of the town centre and the provision of community facilities creates an attractive area to live which will bring in and retain skilled labour which is beneficial to the local economy.</p>	<p>Without the plan in place there is no comprehensive and co-ordinated strategy relating to the development of the town centre.</p>				
<p>Conclusions</p>	<p>The single option WMC8 presented for this issue is the only acceptable approach that is consistent with national guidance. The vision supports many of the SA objectives. Wimborne Minster town centre will be a thriving place for community and retail opportunities. However, growth may contribute to some traffic congestion in the medium and long term. The increased use of public transport represents a key factor in reducing levels of emissions and congestion that contributes to climate change. The uptake of public transport may help mitigate against the increase of the number of generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques.</p> <p>The successful implementation of the vision will therefore depend on effective delivery of other policies, central to the vitality and viability of town centres. These include adoption of a comprehensive transport strategy, climate change mitigation and adaptation measures, and design and landscape policies.</p>					

Table F.3

Issue: How can land at Allenvie best be used to serve the needs of the local community?

Sustainability Objectives	Option WMC9	Option WMC10				
Performance / Significance Assessment (++) Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)						
2 Make sustainable use of resources.	Direct Effects (Short, medium, long term)					
	++	++	++	++	++	++
	The option will ensure that development takes place on a brownfield site, and will allow the re-use of another brownfield site (the existing Council Offices), thereby safeguarding greenfield sites from development.			The option will ensure that development takes place on a brownfield site, and will allow the re-use of another brownfield site (the existing Market) for residential purposes, thereby safeguarding greenfield sites from development.		
	Secondary Effects (Short, medium, long term)					
+	+	+	+	+	+	
This option would lead to some additional development which would be carried out in such a way as to make a sustainable use of resources			This option would lead to some additional development which would be carried out in such a way as to make a sustainable use of resources			
3 Minimise pollution (including air, water, soil, noise, vibration and light) 4) Minimise factors contributing to climate change	Direct Effects (Short, medium, long term)					
	++	++	++	+	+	+
	The relocation of the Council offices into the town centre will significantly reduce the need to travel to the existing, rural offices which are not served by public transport. This option should have a minimal impact on traffic generation due to the location of the site within the existing urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.			This option should have a minimal impact on traffic generation due to the location of the site within the existing urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport. The re-development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy		

Sustainability Objectives	Option WMC9	Option WMC10				
	<p>The re-development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for non-developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.</p> <p>Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts</p>	<p>standards for non-residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.</p> <p>Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts</p>				
<p>5 Provide access to meet people's needs</p>	<p>Direct Effects (Short, medium, long term)</p>					
	+	+	+	+	+	+
	<p>This option could allow for additional community development in an area which will allow easy access to a range of facilities.</p>			<p>This option could allow for additional community development in an area which will allow easy access to a range of facilities.</p> <p>This option could give rise to additional employment opportunities within the town centre.</p>		
	<p>Secondary Effects (Short, medium, long term)</p>					
	=	=	=	=	=	=
<p>The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.</p>			<p>The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.</p>			

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option WMC9	Option WMC10				
6 provide a safe and secure environment (including coastal protection, major hazards e.g. blast zones, crime/fear of crime and flooding)	Direct Effects (Short, medium, long term)					
	=	=	=	=	=	=
	This option would give rise to additional development within an area of flood risk, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.			This option would give rise to additional development within an area of flood risk, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.		
9 Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills, knowledge and culture.	Direct Effects (Short, medium, long term)					
	++	++	++	++	++	++
	The option will give rise to an improved community centre in an accessible location, as well as locating the Council offices, with the services they provide, in the town centre. There will be the opportunity for the new civic building to be shared by other services such as the Police. The proposal will improve the quality of the public amenity space in the area.			The option will give rise to an improved community centre in an accessible town centre location adjoining a public park.		
	Secondary Effects (Short, medium, long term)					
			=			
			The re-development of the existing market site for residential purposes will include areas of open space that will be available to existing local residents in an area of limited open space.			
10 Protect and enhance historic buildings, archaeological sites and other	Direct Effects (Short, medium, long term)					
	+	+	+	+	+	+
The new civic buildings would improve the setting of Allendale House, a Grade II Listed Building.			The new civic buildings would improve the setting of Allendale House, a Grade II Listed Building.			

Sustainability Objectives	Option WMC9			Option WMC10		
culturally important features.						
11 Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Direct Effects (Short, medium, long term)					
	+	+	+	+	+	+
	This option will result in the potential for additional development within the town centre where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well.			This option will result in the potential for additional development within the town centre where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well.		
12 Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term)					
	+	+	+	++	++	++
	This option would increase the amount of employment within the town centre which could help to support the existing and new services.			This option would increase the amount of employment within the town centre which could help to support the existing and new services. The option will also improve the shopping facilities within the town centre in a more accessible location than the existing market.		
Conclusion	Both options would have a positive impact on the vitality and viability of the town centre, would provide an enhanced community facility, would provide employment opportunities on a site accessible by public transport, and Option WMC 9 will provide a new civic building for the Council Offices in an accessible location.					

Table F.4

Appendix G Corfe Mullen Housing and Centre Options

Issue: Where should new neighbourhoods be provided in Corfe Mullen?

Sustainability Objectives	Option CM 3	Option CM 2	Option CM 1
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)			
1) Protect, enhance and expand habitats and protected species (taking account of climate change), avoiding damage to designated wildlife and geological sites and protected species on which they depend.	Direct Effects (Short, medium, long term)		
	=	=	=
	This option will allow for more residential development to be considered within 5km of protected heathland. If residential development were to be permitted on the site, its impact on the protected sites would be mitigated through the provision of Suitable Alternative Natural Green Spaces.	This option will allow for more residential development to be considered within 5km of protected heathland. If residential development were to be permitted on the site its impact on the protected sites would be mitigated through the provision of Suitable Alternative Natural Green Spaces.	This option will allow for more residential development to be considered within 5km of protected heathland. If residential development were to be permitted on the site, its impact on the protected sites would be mitigated through the provision of Suitable Alternative Natural Green Spaces.
	Secondary Effects (If relevant) (Short, medium, long term)		
	=	=	=
If residential development were to be permitted on the site, its impact on the protected sites would be mitigated.	If residential development were to be permitted on the site, its impact on the protected sites would be mitigated.	If residential development were to be permitted on the site, its impact on the protected sites would be mitigated.	

Sustainability Objectives	Option CM 3	Option CM 2	Option CM 1						
	In Combination Effects (If relevant) (Short, medium, long term)								
	=	=	=	=	=	=	=	=	=
	In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential development between 400m and 5km of protected Dorset Heaths	In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential development between 400m and 5km of protected Dorset Heaths	In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential development between 400m and 5km of protected Dorset Heaths						
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)								
	-	-	-	-	-	-	+	+	+
	This option would result in additional development on Greenfield sites.	This option would result in additional development on Greenfield sites.	This option would result in additional development on Greenfield sites.				This option would result in additional development partly on a brownfield site and partly on a Greenfield site.		
	Secondary Effects (If relevant) (Short, medium, long term)								
	=	=	=	=	=	=	=	=	=
	This option would lead to some additional development which would be carried out in such a way as to make a sustainable use of resources.	This option would lead to some additional development which would be carried out in such a way as to make a sustainable use of resources.	This option would lead to some additional development which would be carried out in such a way as to make a sustainable use of resources.				This option would lead to some additional development which would be carried out in such a way as to make a sustainable use of resources.		

Sustainability Objectives	Option CM 3	Option CM 2	Option CM 1			
<p>3) Minimise pollution (including air, water, soil, noise, vibration and light).</p> <p>4) Minimise factors contributing to climate change</p>	Direct Effects (Short, medium, long term)					
	=	=	=	=	=	=
	<p>This option should have a minimal impact on traffic generation due to the location of the site adjacent to the existing urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.</p> <p>The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.</p> <p>Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts.</p>	<p>This option should have a minimal impact on traffic generation due to the location of the site adjacent to the existing urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.</p> <p>The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.</p> <p>Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts</p>	<p>This option should have a minimal impact on traffic generation due to the location of the site within the existing urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.</p> <p>The residential development and possible commercial use of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and non-residential developments, and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.</p> <p>Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts</p>			

Sustainability Objectives	Option CM 3	Option CM 2	Option CM 1						
5) Provide access to meet people's needs.	Direct Effects (Short, medium, long term)								
	+	+	+	+	+	+	+	+	+
	This option could allow for additional residential development in an area which will allow easy access to a range of facilities.			This option could allow for additional residential development in an area which will allow easy access to a range of facilities.			This option could allow for additional residential, retail and community developments in an area which will allow easy access to a range of facilities.		
	Secondary Effects (If relevant) (Short, medium, long term)								
	=	=	=	=	=	=	=	=	=
The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.			The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.			The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.			
6) Provide a safe and secure environment (including coastal protection, major hazards e.g. blast zones, crime / fear of crime and flooding).	Direct Effects (Short, medium, long term)								
	=	=	=	=	=	=	=	=	=
	This option will avoid residential development in areas susceptible to flooding.			This option will avoid residential development in areas susceptible to flooding.			This option will avoid residential development in areas susceptible to flooding.		
7) Create conditions to improve health, promoting healthy lifestyles, especially routine daily exercise and reducing health inequalities.	Direct Effects (Short, medium, long term)								
	+	+	+	+	+	+	+	+	+
	This option will allow access for its residents into the substantial areas of open space (SANGS) which will be provided in concert with the housing development.			This option will allow access for its residents into the substantial areas of open space (SANGS) which will be provided in concert with the housing development			This option will allow access for its residents into the substantial areas of open space (SANGS) which will be provided in concert with the housing development		

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option CM 3	Option CM 2	Option CM 1						
	Secondary Effects (If relevant) (Short, medium, long term)								
	+	+	+	+	+	+	+	+	+
	The provision of the Suitable Alternative Natural Greenspaces will provide additional opportunities for existing residents of Corfe Mullen to use this recreational facility.			The provision of the Suitable Alternative Natural Greenspaces will provide additional opportunities for existing residents of Corfe Mullen to use this recreational facility.			The provision of the Suitable Alternative Natural Greenspaces will provide additional opportunities for existing residents of Corfe Mullen to use this recreational facility.		
8) Help make suitable housing available and affordable for everybody.	Direct Effects (Short, medium, long term)								
	++	++	++	++	++	++	++	++	++
	This option will make land available for residential development which will provide for both open market and affordable housing in sustainable locations.			This option will make land available for residential development which will provide for both open market and affordable housing in sustainable locations.			This option will make land available for residential development which will provide for both open market and affordable housing in sustainable locations.		
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.	Direct Effects (Short, medium, long term)								
	=	=	=	=	=	=	+	+	+
	This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of an existing settlement.			This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of an existing settlement.			This option will not lead to the loss of land from the open countryside, but it will result in the loss of part of a greenfield site. In combination with other policies, its development will deliver high quality development within the existing settlement, and will result in the retention of an existing local landmark building (the old school building).		

Sustainability Objectives	Option CM 3	Option CM 2	Option CM 1						
	In Combination Effects (If relevant) (Short, medium, long term)								
	+	+	+	+	+	+	+	+	+
	This option will result in the potential for additional residential development on the edge of existing settlements where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well.	This option will result in the potential for additional residential development on the edge of existing settlements where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well.	This option will result in the potential for additional residential, as well as retail and community developments in a location where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well, and to create a new focus for the village.						
Conclusions	These Options would allow for additional residential development to meet the recognised needs of the locality, and will provide additional affordable housing. The impact of any such development on sites of ecological importance, such as the Dorset Heaths, may be mitigated by providing suitable alternative natural greenspace which will be of benefit to the existing as well as future residents of an area. Option CM1 (Lockyers School) will allow for the creation of additional community and retail facilities in the village and could help to give a civic focus to the area.								

Table G.1

Appendix H Ferndown and West Parley Housing and Town Centre Options

Issue: Where should new neighbourhoods be provided in Ferndown and West Parley?

Sustainability Objectives	Option FWP 1	Option FWP 2	Option FWP 3	Option FWP 4	Non Preferred Option FWP 5									
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)														
1) Protect, enhance and expand habitats and protected species (taking account of climate change), avoiding damage to designated wildlife and geological sites and protected species on which they depend.	Direct Effects (Short, medium, long term)													
	=	=	=	=	=	=	=	=	=	=	=	--	--	--
	This option will allow for more residential development to be considered within 5km of protected heathland. If residential development were to be permitted on the site, its impact on the protected sites would be mitigated through the provision of Suitable Alternative Natural Green Spaces.	This option will allow for more residential development to be considered within 5km of protected heathland. If residential development were to be permitted on the site, its impact on the protected sites would be mitigated through the provision of Suitable Alternative Natural Green Spaces.	This option will allow for more residential development to be considered within 5km of protected heathland. If residential development were to be permitted on the site, its impact on the protected sites would be mitigated through the provision of Suitable Alternative Natural Green Spaces.	This option will allow for more residential development to be considered within 5km of protected heathland. If residential development were to be permitted on the site, its impact on the protected sites would be mitigated through the provision of Suitable Alternative Natural Green Spaces.	This option will allow for more residential development to be considered within 5km of protected heathland. If residential development were to be permitted on the site, its impact on the protected sites would be mitigated through the provision of Suitable Alternative Natural Green Spaces.	This option will allow for more residential development to be considered within 5km of protected heathland. If residential development of the scale proposed were to be permitted on the site, its impact on the protected sites would unlikely to be satisfactorily mitigated through the provision of Suitable Alternative Natural Green Spaces.								

Sustainability Objectives	Option FWP 1			Option FWP 2			Option FWP 3			Option FWP 4			Non Preferred Option FWP 5		
	Secondary Effects (If relevant) (Short, medium, long term)														
	=	=	=	=	=	=	=	=	=				--	--	--
	If residential development were to be permitted on the site, its impact on the protected sites would be mitigated.			If residential development were to be permitted on the site, its impact on the protected sites would be mitigated.			If residential development were to be permitted on the site, its impact on the protected sites would be mitigated.			If residential development were to be permitted on the site, its impact on the protected sites would be mitigated.			If residential development of the scale proposed were to be permitted on the site, its impact on the protected sites would unlikely to be satisfactorily mitigated.		
	Cumulative / In- combination Effects (If relevant)														
	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=
	In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential			In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential			In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential			In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential			In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential		

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option FWP 1	Option FWP 2	Option FWP 3	Option FWP 4	Non Preferred Option FWP 5
	development between 400m and 5km of protected Dorset Heaths	development between 400m and 5km of protected Dorset Heaths	development between 400m and 5km of protected Dorset Heaths	development between 400m and 5km of protected Dorset Heaths	development between 400m and 5km of protected Dorset Heaths
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)				
	-	-	-	-	-
	This option would result in additional development on greenfield sites.	This option would result in additional development on greenfield sites.	This option would result in additional development on greenfield sites.	This option would result in additional development on greenfield sites.	This option would result in additional development on greenfield sites.
	Secondary Effects (If relevant) (Short, medium, long term)				
	=	=	=	=	=
This option would lead to some additional development which would be carried out in such a way as to make a sustainable use of resources	This option would lead to some additional development which would be carried out in such a way as to make a sustainable use of resources	This option would lead to some additional development which would be carried out in such a way as to make a sustainable use of resources	This option would lead to some additional development which would be carried out in such a way as to make a sustainable use of resources	This option would lead to some additional development which would be carried out in such a way as to make a sustainable use of resources	
3) Minimise pollution (including air, water, soil, noise, vibration and light).	Direct Effects (Short, medium, long term)				
	=	=	=	=	=
	This option should have a minimal impact on traffic generation due to the location of the site adjacent to the existing	This option should have a minimal impact on traffic generation due to the location of the site adjacent to the existing	This option should have a minimal impact on traffic generation due to the location of the site adjacent to the existing	This option should have a minimal impact on traffic generation due to the location of the site adjacent to the existing	This option should have a minimal impact on traffic generation due to the location of the site adjacent to the existing

Sustainability Objectives	Option FWP 1	Option FWP 2	Option FWP 3	Option FWP 4	Non Preferred Option FWP 5
<p>4) Minimise factors contributing to climate change.</p>	<p>urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.</p> <p>The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.</p>	<p>urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.</p> <p>The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.</p>	<p>urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.</p> <p>The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.</p>	<p>urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.</p> <p>This option will address the existing poor quality environment surrounding the Parley Crossroads and result in a improvement to the retail experience in this location.</p> <p>The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and non-residential development, and energy-generation</p>	<p>urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.</p> <p>This option will address the existing poor quality environment surrounding the Parley Crossroads and result in a improvement to the retail experience in this location.</p> <p>The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and non-residential development, and energy-generation</p>

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option FWP 1	Option FWP 2	Option FWP 3	Option FWP 4	Non Preferred Option FWP 5															
	Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts.	Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts.	Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts.	technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems. Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts.	technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems. Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts.															
5) Provide access to meet people's needs.	Direct Effects (Short, medium, long term)																			
	<table border="1" style="width:100%; text-align:center;"> <tr> <td style="background-color:#00FF00;">+</td> <td style="background-color:#00FF00;">+</td> <td style="background-color:#00FF00;">+</td> <td style="background-color:#00FF00;">+</td> <td style="background-color:#00FF00;">+</td> <td style="background-color:#00FF00;">+</td> <td style="background-color:#00FF00;">+</td> <td style="background-color:#00FF00;">+</td> <td style="background-color:#00FF00;">+</td> <td style="background-color:#00FF00;">+</td> <td style="background-color:#00FF00;">++</td> <td style="background-color:#00FF00;">++</td> <td style="background-color:#00FF00;">++</td> <td style="background-color:#00FF00;">++</td> <td style="background-color:#00FF00;">++</td> <td style="background-color:#00FF00;">++</td> </tr> </table>					+	+	+	+	+	+	+	+	+	+	++	++	++	++	++
+	+	+	+	+	+	+	+	+	+	++	++	++	++	++	++					
	This option could allow for additional residential development in an area which will allow easy access to a range of facilities.	This option could allow for additional residential development in an area which will allow easy access to a range of facilities.	This option could allow for additional residential development in an area which will allow easy access to a range of facilities.	This option could allow for additional residential development in an area which will allow easy access to a range of facilities.	This option could allow for additional residential development in an area which will allow easy access to a range of facilities. It will also provide mixed use development with retail and community facilities within the site which will reduce the															

Sustainability Objectives	Option FWP 1	Option FWP 2	Option FWP 3	Option FWP 4	Non Preferred Option FWP 5															
					need to travel for both new and existing residents															
Secondary Effects (If relevant) (Short, medium, long term)																				
<table border="1" style="width:100%; text-align:center;"> <tr> <td>=</td><td>=</td><td>=</td><td>=</td><td>=</td><td>=</td><td>=</td><td>=</td><td>=</td><td>=</td><td>=</td><td>=</td><td>=</td><td>=</td><td>=</td> </tr> </table>						=	=	=	=	=	=	=	=	=	=	=	=	=	=	=
=	=	=	=	=	=	=	=	=	=	=	=	=	=	=						
	The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.	The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.	The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.	The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.	The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.															
6) Provide a safe and secure environment (including coastal protection, major hazards e.g. blast zones, crime / fear of crime and flooding).	Direct Effects (Short, medium, long term)																			
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=	=	=	=	=	=	=	=	=	=	=	=	=	=	=						
	This option will avoid residential development in areas susceptible to flooding.	This option will avoid residential development in areas susceptible to flooding.	This option will avoid residential development in areas susceptible to flooding.	This option will avoid residential development in areas susceptible to flooding.	This option will avoid residential development in areas susceptible to flooding.															

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option FWP 1	Option FWP 2	Option FWP 3	Option FWP 4	Non Preferred Option FWP 5										
7) Create conditions to improve health, promoting healthy lifestyles, especially routine daily exercise and reducing health inequalities.	Direct Effects (Short, medium, long term)														
	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
	This option will allow access for its residents into the substantial areas of open space (SANGS) which will be provided in concert with the housing development.	This option will allow access for its residents into the substantial areas of open space (SANGS) which will be provided in concert with the housing development.	This option will allow access for its residents into the substantial areas of open space (SANGS) which will be provided in concert with the housing development.	This option will allow access for its residents into the substantial areas of open space (SANGS) which will be provided in concert with the housing development.	This option will allow access for its residents into the substantial areas of open space (SANGS) which will be provided in concert with the housing development.	This option will allow access for its residents into the substantial areas of open space (SANGS) which will be provided in concert with the housing development.									
	Secondary Effects (If relevant) (Short, medium, long term)														
	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
	The provision of the Suitable Alternative Natural Greenspaces will provide additional opportunities for existing residents of Ferndown and West Parley to use this recreational facility.	The provision of the Suitable Alternative Natural Greenspaces will provide additional opportunities for existing residents of Ferndown and West Parley to use this recreational facility.	The provision of the Suitable Alternative Natural Greenspaces will provide additional opportunities for existing residents of Ferndown and West Parley to use this recreational facility.	The provision of the Suitable Alternative Natural Greenspaces will provide additional opportunities for existing residents of Ferndown and West Parley to use this recreational facility.	The provision of the Suitable Alternative Natural Greenspaces will provide additional opportunities for existing residents of Ferndown and West Parley to use this recreational facility.										
8) Help make suitable housing available and affordable for everybody.	Direct Effects (Short, medium, long term)														
	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++
	This option will make land available for residential development which will provide for	This option will make land available for residential development which will provide for	This option will make land available for residential development which will provide for	This option will make land available for residential development which will provide for	This option will make land available for residential development which will provide for	This option will make land available for residential development which will provide for									

Sustainability Objectives	Option FWP 1	Option FWP 2	Option FWP 3	Option FWP 4	Non Preferred Option FWP 5										
	both open market and affordable housing in sustainable locations.	both open market and affordable housing in sustainable locations.	both open market and affordable housing in sustainable locations.	both open market and affordable housing in sustainable locations.	both open market and affordable housing in sustainable locations.										
10) Protect and enhance historic buildings, archaeological sites and other culturally important features.	Direct Effects (Short, medium, long term)														
	=	=	=	=	=	=	+	+	+	=	=	=	=	=	=
	This option will have a neutral effect on the historic environment.	This option will have a neutral effect on the historic environment	This option will protect the setting of the adjacent Dudsbury Camp Scheduled Ancient Monument.	This option will have a neutral effect on the historic environment	This option will have a neutral effect on the historic environment	This option will have a neutral effect on the historic environment									
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.	Direct Effects (Short, medium, long term)														
	=	=	=	=	=	=	=	=	=	=	=	=	-	-	-
	This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of an existing settlement.	This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of an existing settlement.	This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of an existing settlement.	This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of an existing settlement.	This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of an existing settlement.	This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of an existing settlement. However, the impact of the traffic improvements to Parley Crossroads									

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option FWP 1	Option FWP 2	Option FWP 3	Option FWP 4	Non Preferred Option FWP 5			
					through the site will have a negative impact on the residential amenity of the scheme and pedestrian movements across the site in particular.			
Secondary Effects (If relevant) (Short, medium, long term)								
	+	+	+	+	+	=	=	=
	This option will result in the potential for additional residential development on the edge of existing settlements where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well.	This option will result in the potential for additional residential development on the edge of existing settlements where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well.	This option will result in the potential for additional residential development on the edge of existing settlements where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well.	This option will result in the potential for additional residential development on the edge of existing settlements where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well.	This option will result in the potential for additional residential development on the edge of existing settlements where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well.	This option will result in the potential for additional residential development on the edge of existing settlements where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well, although due to the issues surrounding the impact of the highway improvements on the scheme, the impact may be more limited.		

Sustainability Objectives	Option FWP 1	Option FWP 2	Option FWP 3	Option FWP 4	Non Preferred Option FWP 5										
12) Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (If relevant) (Short, medium, long term)														
	=	=	=	=	=	=	=	=	=	+	+	+	+	+	+
	This option will have a neutral impact on the local economy and town centres.	This option will have a neutral impact on the local economy and town centres.	This option will have a neutral impact on the local economy and town centres.	This option proposes a mixed use development which has as its vision the creation of a local centre for West Parley with the inclusion of additional local convenience shopping and an opportunity to improve the existing unsatisfactory situation at the Parley Crossroads which are currently not pedestrian-friendly.	This option proposes a mixed use development which has as its vision the creation of a local centre for West Parley with the inclusion of additional local convenience shopping and an opportunity to improve the existing unsatisfactory situation at the Parley Crossroads which are currently not pedestrian-friendly.										
Conclusions	<p>Options FWP 1, FWP 2 and FWP 3 would allow for additional residential development to meet the recognised needs of the locality, and will provide additional affordable housing. The impact of any such development on sites of ecological importance, such as the Dorset Heaths, may be mitigated by providing suitable alternative natural greenspace which will be of benefit to the existing as well as future residents of an area.</p> <p>Option FWP 4 would, in addition to the above, provide an opportunity to improve the quality of West Parley Crossroads for pedestrians and provide additional retail and community uses.</p> <p>Non-Preferred Option FWP 5 would result in significant additional residential development in close proximity to the protected heathland at Parley Common, the effects of which could not be satisfactorily mitigated. Therefore this option would have an adverse impact on the protected heaths and should be discounted.</p>														

Table H.1

Issue: What should be the extent of the Ferndown Town Centre boundary?

Sustainability Objectives	Option FWP6	Option FWP7 Business as usual				
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)						
3) Minimise pollution	Direct Effects (Short, medium, long term) Traffic Light Assessment					
4) Minimise factors contributing to climate change:	+	++	++	x	-	-
	<p>The designation of a town centre boundary would clarify the focus of commercial development for the town centre and help to ensure development is located in a sustainable location with good public transport access.</p> <p>In the medium to long term, the concentration of development in more accessible locations will reduce the need to travel and the number of car trips and associated harmful emissions that contribute to the causes of climate change.</p>			<p>In the short term the impacts are uncertain because without the plan in place there is no comprehensive strategy addressing town centre development and associated transport infrastructure improvements.</p> <p>This option may have a negative impact in the medium / long term as not having a designated boundary may affect the level of development in the centre.</p> <p>This may result in development in less sustainable locations with poorer accessibility that may increase car journeys and levels of harmful emissions contributing to climate change.</p>		
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)						
	+	+	+	x	x	x
	<p>Together with other proposals aimed at improving the vitality and viability of the centre, the options may increase the number of visitors and generate more car journeys to Ferndown. The other centres will also experience more shoppers and car journeys. There is also the cumulative impact of further district wide development/sub regional development that will increase levels of emissions and factors contributing to climate change.</p> <p>Mitigation measures:</p>			<p>Not certain. Without the plan in place there is no comprehensive strategy addressing town centre development and associated transport issues infrastructure improvements</p>		

Sustainability Objectives	Option FWP6	Option FWP7 Business as usual				
	<p>The uptake of public transport may mitigate the increase of the number of visitors/generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques. The direct impact of the option on the objectives is therefore dependant on the successful implementation of other Core Strategy options and therefore remains uncertain.</p>					
<p>5) Provide access to meet people's need</p>	<p>Direct Effects (Short, medium, long term) Traffic Light Assessment</p>					
	+	+	+	x	x	x
	<p>In the medium and long term this option may result in the concentration of services in the town centre which may result in improvements in public transport and transport infrastructure that will promote travel by more sustainable modes other than the car.</p> <p>The positive impact of this option is dependant on the provision of transport infrastructure and public transport improvements</p>			<p>Not certain. Without the plan in place there is no comprehensive strategy addressing town centre development and associated transport infrastructure improvements.</p>		
<p>9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning,</p>	<p>Cumulative Effects (Short, medium, long term) Traffic Light Assessment</p>					
	+	+	++	x	-	-
	<p>In the short term this option has a beneficial impact upon this objective by designating a town centre boundary in line with the recommendations of PPS4.</p> <p>In the medium and long term the designation of a town centre boundary for Ferndown would focus the development of leisure and recreational facilities, and other town centre uses within the designated boundary, providing vital and viable communities.</p>			<p>Not certain in the short term.</p> <p>This option may have a negative effect in the medium and long term as not having a designated boundary may affect the level and location of community facilities.</p>		

Sustainability Objectives	Option FWP6	Option FWP7 Business as usual			
training, skills knowledge and culture					
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)				
	++	++	++	x	x
	In the medium and long term, in combination with other policies including town centre design policies, this option will ensure that the highest design standards are implemented for the town centre. It encourages a sustainable pattern of development that may lead to the creation of a distinctive and successful town centre.	The impacts on this option are uncertain, as without the plan there would be no co-ordinated design strategy relating to the town centre			
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term) Traffic Light Assessment				
	++	++	++	-	-
	The option will have a significant positive impact by attracting investment into Ferndown town centre and support economic growth and employment opportunities there. This will create a vital and viable town centre in Ferndown.	This option could lead to less economic investment in the town centre because there is no defined boundary. Investment opportunities could go anywhere and in the long term could lead to a deterioration of the town centre.			
Conclusions	Overall Option FWP6 scores very well against the sustainability objectives. To mitigate the issue of congestion and increased visitor numbers, the emerging Core Strategy policies will support sustainable modes of travel and promote public transport alternatives to the car.				

Sustainability Objectives	Option FWP6	Option FWP7 Business as usual
	The effectiveness of this option will be measured by the evidence of footfall counts, rents, levels of unit vacancies and growth in tourism numbers.	

Table H.2

Issue: What should the vision be for Ferndown Town Centre?

Sustainability Objectives	Option FWP8	Business as Usual			
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)					
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term) Traffic Light Assessment				
	++	++	++	=	=
	The vision encourages mixed use development. By concentrating residential, retail and leisure development in the town centre, brownfield sites could be efficiently redeveloped at higher densities, which is in line with the principles of sustainable development.		Without the plan in place the town centre would potentially be the focus for retail, leisure and residential development although there would be no comprehensive strategy to guide the growth and enhancement of the centre.		
	Cumulative impacts (Short, medium, long term) Traffic Light Assessment				
	x	+	+	=	=
Initial costs of sustainable construction techniques will be high, but over time, these costs will reduce as development takes place. Increased affordability of these technologies will contribute to the uptake of them in new development.		As above			

Sustainability Objectives	Option FWP8			Business as Usual		
<p>3) Minimise Pollution</p> <p>4) Minimise factors contributing to climate change</p>	Direct impacts (Short, medium, long term) Traffic Light Assessment					
	+	+	+	x	x	x
<p>The link between emissions from road and air traffic and climate change is well established by an extensive body of evidence. Increased vitality of the centre will have an impact on the number of journeys made to the centre.</p> <p>Retail/leisure expansion</p> <p>As a direct consequence this option may attract more visitors to the centre which might result in the increase of traffic/congestion and subsequently air pollution. This however could be mitigated by the implementation of appropriate transport policies promoting the use of sustainable modes of travel and strategic improvements to the transport infrastructure.</p> <p>Residential development</p> <p>The provision of more housing around the centre will have a positive impact on this objective by concentrating development close to services and facilities, limiting car travel which would minimise air pollution.</p> <p>Public transport services</p> <p>Improvements in public transport services are a key measure in reducing levels of emissions which contribute to climate change. The provision of suitable bus services serving the town centre and Tesco and Sainsbury's is necessary to reduce levels of harmful emissions and impact on the capacity of the highway network. This option will encourage the use of public transport as the</p>			<p>This option may not result in the adoption of a comprehensive mitigation package to effectively reduce levels of harmful emissions particularly in relation to transport.</p>			

Sustainability Objectives	Option FWP8	Business as Usual						
	<p>main means of getting into the town centre which might reduce car journeys and have a positive effect on air quality and pollution levels.</p> <p>In conclusion the increased use of public transport represents a key factor in reducing emissions and congestion that contributes to climate change. The uptake of public transport may mitigate the increase of the number of visitors/generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques. The direct impact of the option on the objectives is therefore dependant on the successful implementation of other Core Strategy options and therefore remains uncertain.</p>							
Cumulative / In- combination Effects (If relevant) (Short, medium long term)								
x			x		x		x	
	<p>There are likely to be increased traffic movements in Ferndown with new development which takes place. Despite efforts to encourage alternative modes of transport, this will lead to further congestion in Ringwood Road.</p> <p>Improvements to public transport services need to be approached on a sub regional level to ensure that there is suitable connectivity from across South East Dorset to make public transport a realistic alternative to the car. Public transport improvements on this scale are likely to have a significant cumulative impact on reductions in levels of harmful pollutants. The extent of any cumulative</p>	<p>Without the plan in place there is a potential lack of co-ordination on a sub regional level to develop a package of measures that reduce emissions or result in no net increase including transport improvements.</p>						

Sustainability Objectives	Option FWP8	Business as Usual				
	<p>positive impact is dependant upon successful commitment from bus companies and the change in attitude from car owners.</p> <p>Emissions from road traffic as a result of higher numbers of shoppers and visitors must be considered in combination with increases associated with the level of residential and employment growth. Further work is required to determine the precise implications for air quality and the extent of the impact upon habitats, protected species and climate change.</p> <p>Mitigation Options</p> <p>A sub regional approach is required toward developing an effective mitigation package that may result in no net increase in emissions. Suggested mitigation measures are set out above under 'direct impacts'</p>					
<p>5) Provide access to meet people's need</p>	<p>Direct Effects (Short, medium, long term) Traffic Light Assessment</p>					
	++	++	++	x	x	x
	<p>This option has a significant positive impact on this objective by enabling more people to access basic facilities by providing shops, the library, Town Council offices, health, education and leisure facilities locally, in the town centre. Expansion of the retail offer will encourage more people to travel locally to the centre which may have a positive impact on reducing car emissions. The option will promote use of public transport as the principal means of getting into the town centre, which will have a positive impact on reducing car travel.</p>			<p>Without the plan in place there is a lack of a comprehensive framework and obligations policy to ensure the implementation of a package of measures including transport.</p>		

Sustainability Objectives	Option FWP8	Business as Usual
	It will promote mixed use development, providing retail, residential, leisure and work space opportunities in the town centre.	
	Cumulative Effects (Short, medium, long term) Traffic Light Assessment	
	x	x
	x	x
	x	x
	In the medium to long term the implementation of this option will depend on the successful implementation of other transport policies aimed at changing attitude to public transport. A sub regional approach is required to effectively address requirements for improvement to transport infrastructure and public transport to enhance positive impacts for accessibility which is formalised through the Core Strategy and Local Transport Plan.	There would be uncertainty as to whether long term formalised co-ordination of transport planning would occur.
6) Provide a safe and secure environment	Direct Effects (Short, medium, long term) Traffic Light Assessment	
	++	-
	++	-
	Design As a direct consequence new development will be carefully planned to ensure that the environment does not encourage crime. A comprehensive design strategy aimed at improving the safety of public areas within the town centre will be developed in the plan.	Without the plan in place there is no comprehensive strategy to guide the quality of development in the town centre.

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option FWP8	Business as Usual	
	Cumulative Effects (Short, medium, long term) Traffic Light Assessment		
	++	++	-
	Design In combination with other Core Strategy policies setting out high quality standards for design, the town centre may become a safer and more attractive place to visit.	As above	
7) Create conditions to improve health, promoting healthy lifestyles	Direct Effects (Short, medium, long term) Traffic Light Assessment		
	+	+	x
	As a direct consequence this option will continue to improve the opportunity to access open space and leisure facilities, located in the town centre. Penny's Walk will be considered for enhancement to create an attractive high quality recreation space within the heart of the town centre, provide bicycle racks, and encourage more pedestrian movement around the town. In the medium and long term the support of this objective will depend on the successful implementation of other plan policies such as funding to enhance Penny's Walk and to create more cycle lanes around the town.	Without the plan and a revised obligations framework it is uncertain that a comprehensive approach would be adopted to reduce noise, air, water and ground pollution and ensure sufficient provision of leisure, cycling and walking facilities.	
8) Help make suitable housing available and affordable for everybody	Direct Effects (Short, medium, long term) Traffic Light Assessment		
	+	++	-
	As a direct consequence this option supports the provision of higher density residential units in and around the town centre, which will have a positive effect on meeting housing needs.	Without the plan in place there is no comprehensive strategy to inform the delivery of housing - including meeting the need for affordable housing.	

Sustainability Objectives	Option FWP8	Business as Usual					
	Secondary Effects (Short, medium, long term) Traffic Light Assessment						
	+	+	+	=	=	=	
	As a secondary consequence, residential redevelopment would reduce congestion in the town centre.						
	Cumulative Effects (Short, medium, long term) Traffic Light Assessment						
	+	+	+	=	=	=	
	Other core strategy policies, including the affordable housing policy and residential design standards policy support this objective and will contribute to meeting identified housing needs, ensuring residential units provide for special accommodation needs and that adequate standards of design are implemented in new housing. This combined with the option, which encourages higher density residential development in the centre, will provide for suitable housing accommodation. However, the success of this proposal is dependent on the successful implementation of other policies including the affordable housing policy and residential design standards policy.						
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Direct Effects (Short, medium, long term) Traffic Light Assessment						
++	++	++	--	--	--		
The option has a significant positive impact on this objective by: <ul style="list-style-type: none"> Continuing to provide basic services and community facilities in the town centre, including the central 			Without the plan in place there is no comprehensive strategy to support social cohesion by ensuring that the community's basic needs are catered for.				

Sustainability Objectives	Option FWP8	Business as Usual						
	<p>library and cultural facilities such as The Barrington Theatre.</p> <ul style="list-style-type: none"> Continued improvements to public spaces in the centre will reduce the fear of crime. The vision encourages the provision of healthier lifestyles through cycle lanes and open space in the centre. It champions the local distinctiveness of Ferndown which may have a positive impact on the development of niche shops, local businesses and cultural traditions. 							
<p>11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well</p>	<p>Direct Effects (Short, medium, long term) Traffic Light Assessment</p> <table border="1" data-bbox="672 742 1415 805"> <tr> <td style="background-color: #00FF00; text-align: center;">++</td> <td style="background-color: #00FF00; text-align: center;">++</td> <td style="background-color: #00FF00; text-align: center;">++</td> <td style="background-color: #FFA500; text-align: center;">=</td> <td style="background-color: #FFA500; text-align: center;">=</td> <td style="background-color: #FFA500; text-align: center;">=</td> </tr> </table> <p>This option has a significant beneficial impact upon this objective by encouraging high standards of design in the centre, and aims to enhance areas of poorer design. The incorporation of local building traditions into new development will be encouraged in order to enhance the character of the built environment. Specific enhancements will help to create places, spaces and buildings that are locally distinctive. The support of evening economy uses will create a vibrant environment, recognised for its attractive restaurants and safe environment.</p> <p>In the medium and long term the support of this objective will depend on the successful implementation of other plan policies to secure funding for improvements and design policies.</p>	++	++	++	=	=	=	
++	++	++	=	=	=			

Sustainability Objectives	Option FWP8	Business as Usual			
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment				
	+	+	+	=	=
	The centre, recognised for its special character will attract more visitors which will result in other businesses and investors who will want to locate in the town centre. This will enhance its vitality.				
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres	Direct Effects (Short, medium, long term) Traffic Light Assessment				
	++	++	++	--	--
	<p>The option has a significant positive impact upon this objective by encouraging the expansion of comparison retail to provide for diverse shopping facilities in the centre. This will attract more shoppers to the local economy, increase spending and contribute to the prosperity of the town. The expansion of the retail and leisure offer might create new employment opportunities in the service sector and contribute to a growing economy.</p> <p>Improvements made to the attractiveness of the town centre and the provision of community facilities, creates an attractive area to live which will bring in and retain skilled labour which is beneficial to the local economy.</p>			Without the plan in place there is no comprehensive and co-ordinated strategy relating to the development of the town centre.	
Conclusions	Option FWP8 is the most acceptable approach that is consistent with national guidance. The vision supports many of the Sustainability Appraisal objectives. Ferndown town centre will be a thriving place for community and retail opportunities. However, growth may contribute to some traffic congestion in the medium and long term. The increased use of alternative means of transport and public transport represents a key factor in reducing levels of emissions and congestion that contributes to climate change. The uptake of public transport				

Sustainability Objectives	Option FWP8	Business as Usual
	<p>may help mitigate against the increase of the number of generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques.</p> <p>The successful implementation of the vision will therefore depend on effective delivery of other policies, central to the vitality and viability of town centres. These include adoption of a comprehensive transport strategy, climate change mitigation and adaptation measures, and design and landscape policies.</p>	

Table H.3

Appendix I Verwood and West Moors Housing and Centre Options

Issue: Where should new neighbourhoods be provided in Verwood?

Sustainability Objectives	Option VWM 1	Option VWM 2	Option VWM 3	Option VWM 4
Performance / Significance Assessment (++) Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)				
1) Protect, enhance and expand habitats and protected species (taking account of climate change), avoiding damage to designated wildlife and geological sites and protected species on which they depend.	Direct Effects (Short, medium, long term)			
	=	=	=	=
	This option will allow for more residential development to be considered within 5km of protected heathland. If residential development were to be permitted on the site, its impact on the protected sites would be mitigated	This option will allow for more residential development to be considered within 5km of protected heathland. If residential development were to be permitted on the site its impact on the protected sites would be mitigated	This option will allow for more residential development to be considered within 5km of protected heathland. If residential development were to be permitted on the site, its impact on the protected sites would be mitigated	This option will allow for more residential development to be considered within 5km of protected heathland. If residential development were to be permitted on the site, its impact on the protected sites would be mitigated
	Secondary Effects (If relevant) (Short, medium, long term)			
	=	=	=	=
If residential development were to be permitted on the site, its impact on the protected sites would be mitigated.	If residential development were to be permitted on the site, its impact on the protected sites would be mitigated.	If residential development were to be permitted on the site, its impact on the protected sites would be mitigated.	If residential development were to be permitted on the site, its impact on the protected sites would be mitigated.	

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option VWM 1	Option VWM 2	Option VWM 3	Option VWM 4								
	Cumulative / In- combination Effects (If relevant)											
	=	=	=	=	=	=	=	=	=	=	=	=
	In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential development between 400m and 5km of protected Dorset Heaths	In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential development between 400m and 5km of protected Dorset Heaths	In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential development between 400m and 5km of protected Dorset Heaths	In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential development between 400m and 5km of protected Dorset Heaths								
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)											
	-	-	-	-	-	-	-	-	-	-	-	-
	This option would result in additional development on greenfield sites.	This option would result in additional development on greenfield sites.	This option would result in additional development on greenfield sites.	This option would result in additional development on greenfield sites.								

Sustainability Objectives	Option VWM 1			Option VWM 2			Option VWM 3			Option VWM 4		
	Secondary Effects (If relevant) (Short, medium, long term)											
	=	=	=	=	=	=	=	=	=	=	=	=
	This option would lead to some additional development which would be carried out in such a way as to make a sustainable use of resources.			This option would lead to some additional development which would be carried out in such a way as to make a sustainable use of resources.			This option would lead to some additional development which would be carried out in such a way as to make a sustainable use of resources.			This option would lead to some additional development which would be carried out in such a way as to make a sustainable use of resources.		
3) Minimise pollution (including air, water, soil, noise, vibration and light).	Direct Effects (Short, medium, long term)											
4) Minimise factors contributing to climate change	=	=	=	=	=	=	=	=	=	=	=	=
	This option should have a minimal impact on traffic generation due to the location of the site adjacent to the existing urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.			This option should have a minimal impact on traffic generation due to the location of the site adjacent to the existing urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.			This option should have a minimal impact on traffic generation due to the location of the site adjacent to the existing urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.			This option should have a minimal impact on traffic generation due to the location of the site adjacent to the existing urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.		
	The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with			The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with			The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with			The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with		

Sustainability Objectives	Option VWM 1	Option VWM 2	Option VWM 3	Option VWM 4					
	<p>renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.</p> <p>Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts.</p>	<p>renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.</p> <p>Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts</p>	<p>renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.</p> <p>Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts</p>	<p>renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.</p> <p>Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts</p>					
5) Provide access to meet people’s needs.	Direct Effects (Short, medium, long term)								
	+			+			+		
	This option could allow for additional residential development in an area which will allow easy access to a range of facilities.	This option could allow for additional residential development in an area which will allow easy access to a range of facilities.	This option could allow for additional residential development in an area which will allow easy access to a range of facilities.	This option could allow for additional residential development in an area which will allow easy access to a range of facilities					

Sustainability Objectives	Option VWM 1			Option VWM 2			Option VWM 3			Option VWM 4		
	Secondary Effects (If relevant) (Short, medium, long term)											
	=	=	=	=	=	=	=	=	=	=	=	=
	The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.			The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.			The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.			The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.		
6) Provide a safe and secure environment (including coastal protection, major hazards e.g. blast zones, crime / fear of crime and flooding).	Direct Effects (Short, medium, long term)											
	=	=	=	=	=	=	=	=	=	=	=	=
	This option will avoid residential development in areas susceptible to flooding.			This option will avoid residential development in areas susceptible to flooding.			This option will avoid residential development in areas susceptible to flooding.			This option will avoid residential development in areas susceptible to flooding.		
7) Create conditions to improve health, promoting healthy lifestyles, especially routine daily exercise and reducing health inequalities.	Direct Effects (Short, medium, long term)											
	+	+	+	+	+	+	+	+	+	+	+	+
	This option will allow access for its residents into the substantial areas of open space (SANGs) which will be provided in concert with the housing development.			This option will allow access for its residents into the substantial areas of open space (SANGs) which will be provided in concert with the housing development.			This option will allow access for its residents into the substantial areas of open space (SANGs) which will be provided in concert with the housing development.			This option will allow access for its residents into the substantial areas of open space (SANGs) which will be provided in concert with the housing development.		

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option VWM 1			Option VWM 2			Option VWM 3			Option VWM 4		
	Secondary Effects (If relevant) (Short, medium, long term)											
	+	+	+	+	+	+	+	+	+	+	+	+
	The provision of the Suitable Alternative Natural Greenspaces will provide additional opportunities for existing residents of Verwood to use this recreational facility.			The provision of the Suitable Alternative Natural Greenspaces will provide additional opportunities for existing residents of Verwood to use this recreational facility.			The provision of the Suitable Alternative Natural Greenspaces will provide additional opportunities for existing residents of Verwood to use this recreational facility.			The provision of the Suitable Alternative Natural Greenspaces will provide additional opportunities for existing residents of Verwood to use this recreational facility.		
8) Help make suitable housing available and affordable for everybody.	Direct Effects (Short, medium, long term)											
	++	++	++	++	++	++	++	++	++	++	++	++
	This option will make land available for residential development which will provide for both open market and affordable housing in sustainable locations.			This option will make land available for residential development which will provide for both open market and affordable housing in sustainable locations.			This option will make land available for residential development which will provide for both open market and affordable housing in sustainable locations.			This option will make land available for residential development which will provide for both open market and affordable housing in sustainable locations.		
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.	Direct Effects (Short, medium, long term)											
	=	=	=	=	=	=	=	=	=	=	=	=
	This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of an existing settlement.			This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of an existing settlement.			This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of an existing settlement.			This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of an existing settlement.		

Sustainability Objectives	Option VWM 1	Option VWM 2	Option VWM 3	Option VWM 4								
	Secondary Effects (If relevant) (Short, medium, long term)											
	+	+	+	+	+	+	+	+	+	+	+	+
	This option will result in the potential for additional residential development on the edge of existing settlements where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well.	This option will result in the potential for additional residential development on the edge of existing settlements where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well.	This option will result in the potential for additional residential development on the edge of existing settlements where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well.	This option will result in the potential for additional residential development on the edge of existing settlements where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well.								
Conclusions	These Options would allow for additional residential development to meet the recognised needs of the locality, and will provide additional affordable housing. The impact of any such development on sites of ecological importance, such as the Dorset Heaths, may be mitigated by providing suitable alternative natural greenspace which will be of benefit to the existing as well as future residents of an area.											

Table I.1

Issue: Should a Town Centre boundary be designated for Verwood?

Sustainability Objectives	Option VWM5	Business as usual
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)		
3) Minimise pollution 4) Minimise factors contributing to climate change:	Direct Effects (Short, medium, long term) Traffic Light Assessment	
	<div style="display: flex; justify-content: space-around;"> + + + </div>	<div style="display: flex; justify-content: space-around;"> x - - </div>
	<p>The designation of a town centre boundary would clarify the focus of commercial development for the town centre and help to ensure development is located in a sustainable location with good public transport access.</p> <p>In the medium to long term, the concentration of development in more accessible locations will reduce the need to travel and the number of car trips and associated harmful emissions that contribute to the causes of climate change.</p> <p>It should be noted however, that the location of the main supermarket in Verwood is not in the town centre, but located 1km distance from it.</p>	
	<p>In the short term the impacts are uncertain because without the plan in place there is no comprehensive strategy addressing town centre development and associated transport infrastructure improvements.</p> <p>This option may have a negative impact in the medium / long term as not having a designated boundary may affect the level of development in the centre.</p> <p>This may result in development in less sustainable locations with poorer accessibility that may increase car journeys and levels of harmful emissions contributing to climate change.</p>	
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)	
	<div style="display: flex; justify-content: space-around;"> + + + </div>	<div style="display: flex; justify-content: space-around;"> x x x </div>
	<p>Together with other proposals aimed at improving the vitality and viability of the centre, the options may increase the number of visitors and generate more car journeys to Verwood. The other centres will also experience more shoppers and car journeys. There is also the cumulative</p>	
	<p>Not certain. Without the plan in place there is no comprehensive strategy addressing town centre development and associated transport issues infrastructure improvements</p>	

Sustainability Objectives	Option VWM5	Business as usual				
	<p>impact of further district wide development/sub regional development that will increase levels of emissions and factors contributing to climate change.</p> <p>Mitigation measures:</p> <p>The uptake of public transport may mitigate the increase of the number of visitors/generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques. The direct impact of the option on the objectives is therefore dependant on the successful implementation of other Core Strategy options and therefore remains uncertain.</p>					
<p>5) Provide access to meet people’s need</p>	<p>Direct Effects (Short, medium, long term) Traffic Light Assessment</p>					
	+	+	+	x	x	x
	<p>In the medium and long term this option may result in the concentration of services in the town centre which may result in improvements in public transport and transport infrastructure that will promote travel by more sustainable modes other than the car.</p> <p>The positive impact of this option is dependant on the provision of transport infrastructure and public transport improvements</p>			<p>Not certain. Without the plan in place there is no comprehensive strategy addressing town centre development and associated transport infrastructure improvements.</p>		

Sustainability Objectives	Option VWM5	Business as usual			
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Cumulative Effects (Short, medium, long term) Traffic Light Assessment				
	+	+	++	x	-
	<p>In the short term this option has a beneficial impact upon this objective by designating a town centre boundary in line with the recommendations of PPS4.</p> <p>In the medium and long term the designation of a town centre boundary for Verwood would focus the development of leisure and recreational facilities, and other town centre uses within the designated boundary, providing vital and viable communities.</p>			<p>Not certain in the short term.</p> <p>This option may have a negative effect in the medium and long term as not having a designated boundary may affect the level and location of community facilities.</p>	
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)				
	++	++	++	x	x
	<p>In the medium and long term, in combination with other policies including town centre design policies, this option will ensure that the highest design standards are implemented for the town centre. It encourages a sustainable pattern of development that may lead to the creation of a distinctive and successful town centre.</p>			<p>The impacts on this option are uncertain, as without the plan there would be no co-ordinated design strategy relating to the town centre</p>	
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term) Traffic Light Assessment				
	++	++	++	-	-
	<p>The option will have a significant positive impact by attracting investment into Verwood town centre and support economic growth and employment opportunities there. This will create a vital and viable town centre in Verwood.</p>			<p>This option could lead to less economic investment in the town centre because there is no defined boundary. Investment opportunities could go anywhere and in the long term could lead to a deterioration of the town centre.</p>	

Sustainability Objectives	Option VWM5	Business as usual
Conclusions	<p>Overall Option VWM5 scores very well against the sustainability objectives.</p> <p>To mitigate the issue of congestion and increased visitor numbers, the emerging Core Strategy policies will support sustainable modes of travel and promote public transport alternatives to the car.</p> <p>The effectiveness of this option will be measured by the evidence of footfall counts, rents, levels of unit vacancies and growth in tourism numbers.</p>	

Table I.2

Issue: What should the vision be for Verwood Town Centre?

Sustainability Objectives	Option VWM6	Business as Usual
<p>Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)</p>		
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term) Traffic Light Assessment	
	++	++
	++	=
	=	=
	=	=
	<p>The vision encourages mixed use development. By concentrating residential, retail and leisure development in the town centre, brownfield sites could be efficiently redeveloped at higher densities, which is in line with the principles of sustainable development.</p>	<p>Without the plan in place the town centre would potentially be the focus for retail, leisure and residential development although there would be no comprehensive strategy to guide the growth and enhancement of the centre.</p>

Sustainability Objectives	Option VWM6	Business as Usual			
	Cumulative impacts (Short, medium, long term) Traffic Light Assessment				
	x	+	+	=	=
	Initial costs of sustainable construction techniques will be high, but over time, these costs will reduce as development takes place. Increased affordability of these technologies will contribute to the uptake of them in new development.			As above	
3) Minimise Pollution 4) Minimise factors contributing to climate change	Direct impacts (Short, medium, long term) Traffic Light Assessment				
	+	+	+	x	x
	<p>The link between emissions from road and air traffic and climate change is well established by an extensive body of evidence. Increased vitality of the centre will have an impact on the number of journeys made to the centre.</p> <p>Retail/leisure expansion</p> <p>As a direct consequence this option may attract more visitors to the centre which might result in the increase of traffic/congestion and subsequently air pollution. This however could be mitigated by the implementation of appropriate transport policies promoting the use of sustainable modes of travel and strategic improvements to the transport infrastructure.</p> <p>Residential development</p> <p>The provision of more housing around the centre will have a positive impact on this objective by concentrating development close to services and facilities, limiting car travel which would minimise air pollution.</p>			This option may not result in the adoption of a comprehensive mitigation package to effectively reduce levels of harmful emissions particularly in relation to transport.	

Sustainability Objectives	Option VWM6	Business as Usual				
	<p>Public transport services</p> <p>Improvements in public transport services are a key measure in reducing levels of emissions which contribute to climate change. The provision of suitable bus services serving the town centre and Morrisons is necessary to reduce levels of harmful emissions and impact on the capacity of the highway network. This option will encourage the use of public transport as the main means of getting into the town centre which might reduce car journeys and have a positive effect on air quality and pollution levels.</p> <p>In conclusion the increased use of public transport represents a key factor in reducing emissions and congestion that contributes to climate change. The uptake of public transport may mitigate the increase of the number of visitors/generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques. The direct impact of the option on the objectives is therefore dependant on the successful implementation of other Core Strategy options and therefore remains uncertain.</p>					
Cumulative / In- combination Effects (If relevant) (Short, medium long term)						
x		x	x	x	x	x
	<p>There are likely to be increased traffic movements in Verwood with new development which takes place. Despite efforts to encourage alternative modes of transport, this will lead to further congestion in Ringwood Road.</p>	<p>Without the plan in place there is a potential lack of co-ordination on a sub regional level to develop a package of measures that reduce emissions or result in no net increase including transport improvements.</p>				

Sustainability Objectives	Option VWM6	Business as Usual						
	<p>Improvements to public transport services need to be approached on a sub regional level to ensure that there is suitable connectivity from across South East Dorset to make public transport a realistic alternative to the car. Public transport improvements on this scale are likely to have a significant cumulative impact on reductions in levels of harmful pollutants. The extent of any cumulative positive impact is dependant upon successful commitment from bus companies and the change in attitude from car owners.</p> <p>Emissions from road traffic as a result of higher numbers of shoppers and visitors must be considered in combination with increases associated with the level of residential and employment growth. Further work is required to determine the precise implications for air quality and the extent of the impact upon habitats, protected species and climate change.</p> <p>Mitigation Options</p> <p>A sub regional approach is required toward developing an effective mitigation package that may result in no net increase in emissions. Suggested mitigation measures are set out above under 'direct impacts'</p>							
<p>5) Provide access to meet people's need</p>	<p>Direct Effects (Short, medium, long term) Traffic Light Assessment</p> <table border="1" data-bbox="672 1241 1413 1305"> <tr> <td style="background-color: #00FF00; text-align: center;">++</td> <td style="background-color: #00FF00; text-align: center;">++</td> <td style="background-color: #00FF00; text-align: center;">++</td> </tr> </table> <p>This option has a significant positive impact on this objective by enabling more people to access basic facilities by providing shops, the library, Town Council offices, health, education and leisure facilities locally, in the town centre. Expansion of the retail offer will</p>	++	++	++	<table border="1" data-bbox="1413 1241 2110 1305"> <tr> <td style="background-color: #FFA500; text-align: center;">x</td> <td style="background-color: #FFA500; text-align: center;">x</td> <td style="background-color: #FFA500; text-align: center;">x</td> </tr> </table> <p>Without the plan in place there is a lack of a comprehensive framework and obligations policy to ensure the implementation of a package of measures including transport.</p>	x	x	x
++	++	++						
x	x	x						

Sustainability Objectives	Option VWM6	Business as Usual							
	<p>encourage more people to travel locally to the centre which may have a positive impact on reducing car emissions. The option will promote use of public transport as the principal means of getting into the town centre, which will have a positive impact on reducing car travel.</p> <p>It will promote mixed use development, providing retail, residential, leisure and work space opportunities in the town centre.</p>								
Cumulative Effects (Short, medium, long term) Traffic Light Assessment									
x			x		x	x		x	x
<p>In the medium to long term the implementation of this option will depend on the successful implementation of other transport policies aimed at changing attitude to public transport. A sub regional approach is required to effectively address requirements for improvement to transport infrastructure and public transport to enhance positive impacts for accessibility which is formalised through the Core Strategy and Local Transport Plan.</p>							<p>There would be uncertainty as to whether long term formalised co-ordination of transport planning would occur.</p>		
6) Provide a safe and secure environment	Direct Effects (Short, medium, long term) Traffic Light Assessment								
++			++		++	-		-	-
<p>Design</p> <p>As a direct consequence new development will be carefully planned to ensure that the environment does not encourage crime. A comprehensive design strategy aimed at improving the safety of public areas within the town centre will be developed in the plan.</p>							<p>Without the plan in place there is no comprehensive strategy to guide the quality of development in the town centre.</p>		

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option VWM6	Business as Usual	
	Cumulative Effects (Short, medium, long term) Traffic Light Assessment		
	++	++	-
	Design In combination with other Core Strategy policies setting out high quality standards for design, the town centre may become a safer and more attractive place to visit.	As above	
7) Create conditions to improve health, promoting healthy lifestyles	Direct Effects (Short, medium, long term) Traffic Light Assessment		
	+	+	x
	As a direct consequence this option will continue to improve the opportunity to access open space and leisure facilities, located in the town centre. The attractive setting of Ferret Green will continue to provide a high quality recreation space within the heart of the town centre, provide bicycle racks, and encourage more pedestrian movement around the town. In the medium and long term the support of this objective will depend on the successful implementation of other plan policies such as funding to create more cycle lanes around the town.	Without the plan and a revised obligations framework it is uncertain that a comprehensive approach would be adopted to reduce noise, air, water and ground pollution and ensure sufficient provision of leisure, cycling and walking facilities.	
8) Help make suitable housing available and affordable for everybody	Direct Effects (Short, medium, long term) Traffic Light Assessment		
	+	++	-
	As a direct consequence this option supports the provision of higher density residential units in and around the town centre, which will have a positive effect on meeting housing needs.	Without the plan in place there is no comprehensive strategy to inform the delivery of housing - including meeting the need for affordable housing.	

Sustainability Objectives	Option VWM6	Business as Usual					
	Secondary Effects (Short, medium, long term) Traffic Light Assessment						
	+	+	+	=	=	=	
	As a secondary consequence, residential redevelopment would reduce congestion in the town centre.						
	Cumulative Effects (Short, medium, long term) Traffic Light Assessment						
	+	+	+	=	=	=	
	Other core strategy policies, including the affordable housing policy and residential design standards policy support this objective and will contribute to meeting identified housing needs, ensuring residential units provide for special accommodation needs and that adequate standards of design are implemented in new housing. This combined with the option, which encourages higher density residential development in the centre, will provide for suitable housing accommodation. However, the success of this proposal is dependent on the successful implementation of other policies including the affordable housing policy and residential design standards policy.						
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Direct Effects (Short, medium, long term) Traffic Light Assessment						
++	++	++	--	--	--		
The option has a significant positive impact on this objective by: <ul style="list-style-type: none"> Continuing to provide basic services and community facilities in the town centre, including the central 			Without the plan in place there is no comprehensive strategy to support social cohesion by ensuring that the community's basic needs are catered for.				

Sustainability Objectives	Option VWM6	Business as Usual						
	<p>library and cultural facilities such as The Hub and Memorial Hall.</p> <ul style="list-style-type: none"> Continued improvements to public spaces in the centre will reduce the fear of crime. The vision encourages the provision of healthier lifestyles through cycle lanes and open space in centre. It champions the local distinctiveness of Verwood which may have a positive impact on the development of niche shops, local businesses and cultural traditions. 							
<p>11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well</p>	<p>Direct Effects (Short, medium, long term) Traffic Light Assessment</p>							
		++	++	++	=	=	=	=
		<p>This option has a significant beneficial impact upon this objective by encouraging high standards of design in the centre, and aims to enhance areas of poorer design. The incorporation of local building traditions into new development will be encouraged in order to enhance the character of the built environment. Specific enhancements will help to create places, spaces and buildings that are locally distinctive. The expansion of evening economy uses will create a vibrant environment, recognised for its attractive restaurants and safe environment.</p> <p>In the medium and long term the support of this objective will depend on the successful implementation of other plan policies to secure funding for improvements and design policies.</p>						

Sustainability Objectives	Option VWM6	Business as Usual				
	Secondary Effects (If relevant) (Short, medium, long term)					
	+	+	+	=	=	=
	The centre, recognised for its special character will attract more visitors which will result in other businesses and investors who will want to locate in the town centre. This will enhance its vitality.					
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	++	++	++	--	--	--
	The option has a significant positive impact upon this objective by encouraging the expansion of comparison retail to provide for diverse shopping facilities in the centre. This will attract more shoppers to the local economy, increase spending and contribute to the prosperity of the town. The expansion of the retail and leisure offer might create new employment opportunities in the service sector and contribute to a growing economy. Improvements made to the attractiveness of the town centre and the provision of community facilities creates an attractive area to live which will bring in and retain skilled labour which is beneficial to the local economy.			Without the plan in place there is no comprehensive and co-ordinated strategy relating to the development of the town centre.		
Conclusions	Option VWM6 is the most acceptable approach that is consistent with national guidance. The vision supports many of the Sustainability Appraisal objectives. Verwood Town Centre will be a thriving place for community and retail opportunities. However, growth may contribute to some traffic congestion in the medium and long term. The increased use of alternative means of transport and public transport represents a key factor in reducing levels of emissions and congestion that contributes to climate change. The uptake of public transport					

Sustainability Objectives	Option VWM6	Business as Usual
	<p>may help mitigate against the increase of the number of generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques.</p> <p>The successful implementation of the vision will therefore depend on effective delivery of other policies, central to the vitality and viability of town centres. These include adoption of a comprehensive transport strategy, climate change mitigation and adaptation measures, and design and landscape policies.</p>	

Table I.3

Issue: Is there the need for an Upper School in Verwood?

Sustainability Objectives	Option VWM 7		
<p>Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)</p>			
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)		
	-	-	-
	This option would result in additional development on a Greenfield site.		
	Secondary Effects (If relevant) (Short, medium, long term)		
	=	=	=
This option would lead to development which would be carried out in such a way as to make a sustainable use of resources.			
3) Minimise pollution (including air, water, soil, noise, vibration and light).	Direct Effects (Short, medium, long term)		
	+	+	+
	This option should have a positive impact on traffic generation due to the location of the site within Verwood which would mean that pupils will no longer have to travel to either Wimborne or Ferndown for their Secondary education.		

Sustainability Objectives	Option VWM 7			
4) Minimise factors contributing to climate change.	<p>The development of the site adjacent to the existing urban area means that alternative means of transport to the site are achievable. Any development of the site should encourage the greater use of public transport.</p> <p>The development of the site for educational uses is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for all developments and energy-generation technologies, as well as water efficiency issues. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.</p>			
5) Provide access to meet people's needs.	<p>Direct Effects (Short, medium, long term)</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td style="width: 33%; background-color: #00ff00;">++</td> <td style="width: 33%; background-color: #00ff00;">++</td> <td style="width: 33%; background-color: #00ff00;">++</td> </tr> </table> <p>This option will give rise to the provision of an upper school in Verwood to meet the needs of the growing population of the town, if the additional residential development set out elsewhere in the Core Strategy takes place. The development will reduce the need for pupils to travel to nearby towns for their upper school education. Verwood is currently the largest town in Dorset without an upper school.</p>	++	++	++
++	++	++		
6) Provide a safe and secure environment (including coastal protection, major hazards e.g. blast zones, crime / fear of crime and flooding).	<p>Direct Effects (Short, medium, long term)</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td style="width: 33%; background-color: #00ff00;">+</td> <td style="width: 33%; background-color: #00ff00;">+</td> <td style="width: 33%; background-color: #00ff00;">+</td> </tr> </table> <p>This option will result in a development in a location not at risk from flooding.</p>	+	+	+
+	+	+		
7) Create conditions to improve health, promoting healthy lifestyles, especially routine daily exercise and reducing health inequalities.	<p>Direct Effects (Short, medium, long term)</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td style="width: 33%; background-color: #00ff00;">+</td> <td style="width: 33%; background-color: #00ff00;">+</td> <td style="width: 33%; background-color: #00ff00;">+</td> </tr> </table> <p>This option will allow for more pupils to walk and cycle to school as their upper school will be within their home town, as opposed to some distance away in locations beyond safe cycling distance for school children.</p>	+	+	+
+	+	+		

Sustainability Objectives	Option VWM 7		
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills, knowledge and culture.	Direct Effects (Short, medium, long term)		
	++	++	++
	This option will provide for the educational needs of the growing population of Verwood, if the additional residential development set out elsewhere in the Core Strategy takes place.		
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.	Direct Effects (Short, medium, long term)		
	=	=	=
	This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of an existing settlement.		
Conclusions	The provision of an upper school in Verwood to meet the needs of the growing population if the additional housing developments set out elsewhere in the Core Strategy are developed meets many of the key sustainability objectives, especially those relating to the provision of local services, reducing the need to travel, and increasing the opportunities for walking and cycling.		

Table I.4

Issue: Should a District Centre boundary be designated for West Moors?

Sustainability Objectives	Option VWM8	Business as usual				
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)						
3) Minimise pollution	Direct Effects (Short, medium, long term) Traffic Light Assessment					
4) Minimise factors contributing to climate change:	+	+	+	x	-	-
	<p>The designation of a district centre boundary would clarify the focus of commercial development for the centre and help to ensure development is located in a sustainable location with good public transport access.</p> <p>In the medium to long term, the concentration of development in more accessible locations will reduce the need to travel and the number of car trips and associated harmful emissions that contribute to the causes of climate change.</p>			<p>In the short term the impacts are uncertain because without the plan in place there is no comprehensive strategy addressing district centre development and associated transport infrastructure improvements.</p> <p>This option may have a negative impact in the medium / long term as not having a designated boundary may affect the level of development in the centre.</p> <p>This may result in development in less sustainable locations with poorer accessibility that may increase car journeys and levels of harmful emissions contributing to climate change.</p>		
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)						
	+	+	+	x	x	x
	<p>Together with other proposals aimed at improving the vitality and viability of the centre, the options may increase the number of visitors and generate more car journeys to West Moors. The other centres will also experience more shoppers and car journeys. There is also the cumulative impact of further district wide development/sub regional development that will increase levels of emissions and factors contributing to climate change.</p> <p>Mitigation measures:</p>			<p>Not certain. Without the plan in place there is no comprehensive strategy addressing district centre development and associated transport issues infrastructure improvements</p>		

Sustainability Objectives	Option VWM8	Business as usual			
	The uptake of public transport may mitigate the increase of the number of visitors/generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques. The direct impact of the option on the objectives is therefore dependant on the successful implementation of other Core Strategy options and therefore remains uncertain.				
5) Provide access to meet people's need	Direct Effects (Short, medium, long term) Traffic Light Assessment				
	+	+	+	x	x
	<p>In the medium and long term this option may result in the concentration of services in the centre which may result in improvements in public transport and transport infrastructure that will promote travel by more sustainable modes other than the car.</p> <p>The positive impact of this option is dependant on the provision of transport infrastructure and public transport improvements</p>			<p>Not certain. Without the plan in place there is no comprehensive strategy addressing district centre development and associated transport infrastructure improvements.</p>	
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic	Cumulative Effects (Short, medium, long term) Traffic Light Assessment				
	+	+	++	x	-
	<p>In the short term this option has a beneficial impact upon this objective by designating a district centre boundary in line with the recommendations of PPS4.</p> <p>In the medium and long term the designation of a district centre boundary for West Moors would focus the development of leisure and recreational facilities, and other district centre uses within the designated boundary, providing vital and viable communities.</p>			<p>Not certain in the short term.</p> <p>This option may have a negative effect in the medium and long term as not having a designated boundary may affect the level and location of community facilities.</p>	

Sustainability Objectives	Option VWM8	Business as usual					
services and facilities, learning, training, skills knowledge and culture							
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)						
	++	++	++	x	x	x	
	In the medium and long term, in combination with other policies including district centre design policies, this option will ensure that the highest design standards are implemented for the district centre. It encourages a sustainable pattern of development that may lead to the creation of a distinctive and successful district centre.			The impacts on this option are uncertain, as without the plan there would be no co-ordinated design strategy relating to the district centre			
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity,	Direct Effects (Short, medium, long term) Traffic Light Assessment						
	++	++	++	-	-		-
	This option will have a significant positive impact by continuing to attract investment into West Moors district centre and support economic growth and possible employment opportunities there. This will create a vital and viable district centre in West Moors.			This option could lead to less economic investment in the district centre because there is no defined boundary. Investment opportunities could go anywhere and in the long term could lead to a deterioration of the centre.			

Sustainability Objectives	Option VWM8	Business as usual
as well as providing for vital and viable town centres.		
Conclusions	<p>Overall Option VWM8 scores very well against the sustainability objectives.</p> <p>To mitigate the issue of congestion and increased visitor numbers, the emerging Core Strategy policies will support sustainable modes of travel and promote public transport alternatives to the car.</p> <p>The effectiveness of this option will be measured by the evidence of footfall counts, rents and levels of unit vacancies.</p>	

Table I.5

Issue: What should the vision be for West Moors District Centre?

Sustainability objectives	Option VWM9			Business as Usual		
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)						
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	++	++	++	=	=	=
	The vision encourages mixed use development. By concentrating residential, retail and leisure development in the town centre, brownfield sites could be efficiently redeveloped at higher densities, which is in line with the principles of sustainable development.			Without the plan in place the town centre would potentially be the focus for retail, leisure and residential development although there would be no comprehensive strategy to guide the growth and enhancement of the centre.		

Sustainability objectives	Option VWM9	Business as Usual			
	Cumulative impacts (Short, medium, long term) Traffic Light Assessment				
	x	+	+	=	=
	Initial costs of sustainable construction techniques will be high, but over time, these costs will reduce as development takes place. Increased affordability of these technologies will contribute to the uptake of them in new development.			As above	
3) Minimise Pollution	Direct impacts (Short, medium, long term) Traffic Light Assessment				
4) Minimise factors contributing to climate change	+	+	+	x	x
	<p>The link between emissions from road and air traffic and climate change is well established by an extensive body of evidence. Increased vitality of the centre will have an impact on the number of journeys made to the centre.</p> <p>Retail/leisure expansion</p> <p>As a direct consequence this option may attract more visitors to the centre which might result in the increase of traffic/congestion and subsequently air pollution. This however could be mitigated by the implementation of appropriate transport policies promoting the use of sustainable modes of travel and strategic improvements to the transport infrastructure.</p> <p>Residential development</p> <p>The provision of more housing around the centre will have a positive impact on this objective by concentrating development close to services and facilities, limiting car travel which would minimise air pollution.</p> <p>Public transport services</p>			This option may not result in the adoption of a comprehensive mitigation package to effectively reduce levels of harmful emissions particularly in relation to transport.	

Sustainability objectives	Option VWM9	Business as Usual			
	<p>Improvements in public transport services are a key measure in reducing levels of emissions which contribute to climate change. The provision of suitable bus services serving the settlement is necessary to reduce levels of harmful emissions and impact on the capacity of the highway network. This option will help encourage the use of public transport as the main means of getting around the area which might reduce car journeys and have a positive effect on air quality and pollution levels.</p> <p>In conclusion the increased use of public transport represents a key factor in reducing emissions and congestion that contributes to climate change. The uptake of public transport may mitigate the increase of the number of visitors/generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques. The direct impact of the option on the objectives is therefore dependant on the successful implementation of other Core Strategy options and therefore remains uncertain.</p>				
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)					
x	x	x	x	x	x
	<p>There are likely to be increased traffic movements in West Moors with new development which takes place. Despite efforts to encourage alternative modes of transport, this will lead to further congestion in Station Road.</p> <p>Improvements to public transport services need to be approached on a sub regional level to ensure that there is suitable connectivity from across South East Dorset to make public transport a realistic alternative to the car. Public transport improvements on this scale are likely to have a significant cumulative impact on reductions in</p>	<p>Without the plan in place there is a potential lack of co-ordination on a sub regional level to develop a package of measures that reduce emissions or result in no net increase including transport improvements.</p>			

Sustainability objectives	Option VWM9	Business as Usual						
	<p>levels of harmful pollutants. The extent of any cumulative positive impact is dependant upon successful commitment from bus companies and the change in attitude from car owners.</p> <p>Emissions from road traffic. Further work is required to determine the precise implications for air quality and the extent of the impact upon habitats, protected species and climate change.</p> <p>Mitigation Options</p> <p>A sub regional approach is required toward developing an effective mitigation package that may result in no net increase in emissions. Suggested mitigation measures are set out above under ‘direct impacts’</p>							
<p>5) Provide access to meet people’s need</p>	<p>Direct Effects (Short, medium, long term) Traffic Light Assessment</p> <table border="1" data-bbox="593 850 1464 914"> <tr> <td style="background-color: #00FF00; text-align: center;">++</td> <td style="background-color: #00FF00; text-align: center;">++</td> <td style="background-color: #00FF00; text-align: center;">++</td> </tr> </table> <p>This option has a significant positive impact on this objective by enabling more people to access basic facilities by providing shops, the library, doctors surgeries, Parish Council, schools and leisure facilities locally, in the centre. Improvements to the retail offer will encourage more people to travel locally to the centre which may have a positive impact on reducing car emissions. The option will promote use of public transport as the principal means of getting into the town centre, which will have a positive impact on reducing car travel.</p> <p>It will promote mixed use development, providing retail, residential, leisure and work space opportunities in the town centre.</p>	++	++	++	<table border="1" data-bbox="1473 850 2045 914"> <tr> <td style="background-color: #FFA500; text-align: center;">x</td> <td style="background-color: #FFA500; text-align: center;">x</td> <td style="background-color: #FFA500; text-align: center;">x</td> </tr> </table> <p>Without the plan in place there is a lack of a comprehensive framework and obligations policy to ensure the implementation of a package of measures including transport.</p>	x	x	x
++	++	++						
x	x	x						

Core Strategy Options Interim Sustainability Statement

Sustainability objectives	Option VWM9	Business as Usual
	Cumulative Effects (Short, medium, long term) Traffic Light Assessment	
	x	x
	x	x
	In the medium to long term the implementation of this option will depend on the successful implementation of other transport policies aimed at changing attitude to public transport. A sub regional approach is required to effectively address requirements for improvement to transport infrastructure and public transport to enhance positive impacts for accessibility which is formalised through the Core Strategy and Local Transport Plan.	There would be uncertainty as to whether long term formalised co-ordination of transport planning would occur.
6) Provide a safe and secure environment	Direct Effects (Short, medium, long term) Traffic Light Assessment	
	++	++
	++	-
	Design As a direct consequence new development will be carefully planned to ensure that the environment does not encourage crime. A comprehensive design strategy aimed at improving the safety of public areas within the centre will be developed in the plan.	Without the plan in place there is no comprehensive strategy to guide the quality of development in the centre.
	Cumulative Effects (Short, medium, long term) Traffic Light Assessment	
	++	++
	++	-
	Design In combination with other Core Strategy policies setting out high quality standards for design, the settlement may become a safer and more attractive place to visit.	As above

Sustainability objectives	Option VWM9	Business as Usual				
7) Create conditions to improve health, promoting healthy lifestyles	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	+			x		
	As a direct consequence this option will continue to improve the opportunity to access open space and leisure facilities, located in the centre, provide bicycle racks, and encourage more pedestrian movement around the settlement. In the medium and long term the support of this objective will depend on the successful implementation of other plan policies such as funding to enhance public space and to create more cycle lanes around the town.			Without the plan and a revised obligations framework it is uncertain that a comprehensive approach would be adopted to reduce noise, air, water and ground pollution and ensure sufficient provision of leisure, cycling and walking facilities.		
8) Help make suitable housing available and affordable for everybody	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	+			-		
	As a direct consequence this option supports, where opportunities allow, the provision of higher density residential units in and around the centre, which will have a positive effect on meeting housing needs.			Without the plan in place there is no comprehensive strategy to inform the delivery of housing - including meeting the need for affordable housing.		
	Secondary Effects (Short, medium, long term) Traffic Light Assessment					
+			=			
As a secondary consequence, residential redevelopment would reduce congestion in the centre.						

Sustainability objectives	Option VWM9	Business as Usual			
	Cumulative Effects (Short, medium, long term) Traffic Light Assessment				
	+	+	+	=	=
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Direct Effects (Short, medium, long term) Traffic Light Assessment				
	++	++	++	--	--
	<p>The option has a significant positive impact on this objective by:</p> <ul style="list-style-type: none"> Continuing to provide basic services and support the provision of community facilities in the centre such as the library Continued improvements to public spaces in the centre will reduce the fear of crime. The vision encourages the provision of healthier lifestyles through cycle lanes It champions the local distinctiveness of West Moors which may have a positive impact on the development of niche shops, local businesses and cultural traditions. 			<p>Without the plan in place there is no comprehensive strategy to support social cohesion by ensuring that the community's basic needs are catered for.</p>	

Sustainability objectives	Option VWM9	Business as Usual		
<p>11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well</p>	Direct Effects (Short, medium, long term) Traffic Light Assessment			
	++	++	++	=
	<p>This option has a significant beneficial impact upon this objective by encouraging high standards of design in the centre, and aims to enhance areas of poorer design. The incorporation of local building traditions into new development will be encouraged in order to enhance the character of the built environment. Specific enhancements will help to create places, spaces and buildings that are locally distinctive.</p> <p>In the medium and long term the support of this objective will depend on the successful implementation of other plan policies to secure funding for improvements and design policies.</p>			
<p>12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres</p>	Direct Effects (Short, medium, long term) Traffic Light Assessment			
	++	++	++	--
	<p>The option has a significant positive impact upon this objective by supporting retailing in the centre. This will attract more shoppers to the local economy, increase spending and contribute to the prosperity of the settlement. The expansion of the retail and leisure offer might create new employment opportunities in the service sector and contribute to a growing economy.</p> <p>Improvements made to the attractiveness of the centre and the provision of community facilities creates an attractive area to live which will bring in and retain skilled labour which is beneficial to the local economy.</p>			<p>Without the plan in place there is no comprehensive and co-ordinated strategy relating to the development of the centre.</p>

Sustainability objectives	Option VWM9	Business as Usual
<p>Conclusions</p>	<p>Option VWM9 is the most acceptable approach that is consistent with national guidance. The vision supports many of the Sustainability Appraisal objectives. West Moors District Centre will be a thriving place for community and retail opportunities. However, growth may contribute to some traffic congestion in the medium and long term. The increased use of alternative means of transport and public transport represents a key factor in reducing levels of emissions and congestion that contributes to climate change. The uptake of public transport may help mitigate against the increase of the number of generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques.</p> <p>The successful implementation of the vision will therefore depend on effective delivery of other policies, central to the vitality and viability of town centres. These include adoption of a comprehensive transport strategy, climate change mitigation and adaptation measures, and design and landscape policies.</p>	

Table I.6

Appendix J Managing the Natural Environment

Issue: How can we continue to protect sensitive habitats and species from the pressures of development?

Sustainability Objectives	Option ME 1	Option ME 2	Option ME 3	Option ME 4	Option ME 5	Option ME 6
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)						
1) Protect, enhance and expand habitats and protected species (taking account of climate change), avoiding damage to designated wildlife and geological sites and protected species on which they depend.	Direct Effects (Short, medium, long term)					
	++	++	++	++	++	++
	This option will protect and enhance internationally, nationally and locally designated sites. It will require mitigation of harm arising from any developments which might affect such sites.	This option will protect and enhance internationally and nationally designated sites. It will provide for the creation of SANGs to mitigate the harm of additional development on protected sites.	This option will protect and enhance locally designated sites.	This option will protect and enhance currently un-designated, but important sites of biological or geological value.	This option gives protection to environmentally sensitive sites which may be adversely affected by climate change.	This option looks to provide connections between landscape and biodiversity as a way of building the resilience of sites with biodiversity importance against threats such as climate change.
2) Make sustainable use of resources.	Secondary Effects (If relevant) (Short, medium, long term)					
	+	+	+	+	+	+
	This option will tend to concentrate development away	This option will tend to concentrate development away	This option will tend to concentrate development away	This option will tend to concentrate development away	This option will tend to concentrate development away	This option will tend to concentrate development away

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option ME 1	Option ME 2	Option ME 3	Option ME 4	Option ME 5	Option ME 6
	from sensitive areas towards brownfield sites	from sensitive areas towards brownfield sites	from sensitive areas towards brownfield sites	from sensitive areas towards brownfield sites	from sensitive areas towards brownfield sites	from sensitive areas towards brownfield sites
3) Minimise pollution (including air, water, soil, noise, vibration and light).	Direct Effects (Short, medium, long term)					
	+	+	+	+	+	+
	This option will ensure that sensitive sites are protected from the effects of development, such as run-off to protected rivers.	This option will ensure that sensitive sites are protected from the effects of development, such as run-off to protected rivers.	This option will ensure that sensitive sites are protected from the effects of development, such as run-off to protected rivers.	This option will ensure that sensitive sites are protected from the effects of development, such as run-off to protected rivers.	This option will ensure that sensitive sites are protected from the effects of development, such as run-off to protected rivers.	This option will ensure that sensitive sites are protected from the effects of climate change, such as changes to water abstraction.
5) Provide access to meet people's needs.	Secondary Effects (If relevant) (Short, medium, long term)					
	+	+	+	+	+	+
	This option will result in the provision of additional significant areas of open space for recreational use away from environmentally sites such as the Dorset Heaths, but accessible to urban residents.	This option will result in the provision of additional significant areas of open space for recreational use away from environmentally sites such as the Dorset Heaths, but accessible to urban residents.	This option will result in the provision of additional significant areas of open space for recreational use away from environmentally sites such as the	This option will result in the provision of additional significant areas of open space for recreational use away from environmentally sites such as the Dorset Heaths, but accessible to urban residents.	This option will encourage the provision of green corridors which will have a secondary benefit as areas of open space for controlled recreational use.	This option will encourage the provision of green corridors which will have a secondary benefit as areas of open space for controlled recreational use.

Sustainability Objectives	Option ME 1	Option ME 2	Option ME 3	Option ME 4	Option ME 5	Option ME 6
			Dorset Heaths, but accessible to urban residents.			
7) Create conditions to improve health, promoting healthy lifestyles, especially routine daily exercise and reducing health inequalities.	Secondary Effects (If relevant) (Short, medium, long term)					
	+	+	+	+	+	+
	This option will result in the provision of additional significant areas of open space for recreational use away from environmentally sites such as the Dorset Heaths, but accessible to urban residents.	This option will result in the provision of additional significant areas of open space for recreational use away from environmentally sites such as the Dorset Heaths, but accessible to urban residents.	This option will result in the provision of additional significant areas of open space for recreational use away from environmentally sites such as the Dorset Heaths, but accessible to urban residents.	This option will result in the provision of additional significant areas of open space for recreational use away from environmentally sites such as the Dorset Heaths, but accessible to urban residents.	This option will encourage the provision of green corridors which will have a secondary benefit as areas of open space for controlled recreational use.	This option will encourage the provision of green corridors which will have a secondary benefit as areas of open space for controlled recreational use.
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services	Secondary Effects (If relevant) (Short, medium, long term)					
	+	+	+	+	+	+
	This option will result in the provision of additional significant areas of open space for recreational use away from	This option will result in the provision of additional significant areas of open space for recreational use away from environmentally sites such as the Dorset	This option will result in the provision of additional significant areas of open space for recreational use away from environmentally	This option will result in the provision of additional significant areas of open space for recreational use away from environmentally sites such as the	This option will encourage the provision of green corridors which will have a secondary benefit as areas of open space for controlled recreational use.	This option will encourage the provision of green corridors which will have a secondary benefit as areas of open space for controlled recreational use.

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option ME 1	Option ME 2	Option ME 3	Option ME 4	Option ME 5	Option ME 6
and facilities, learning, training, skills, knowledge and culture.	environmentally sites such as the Dorset Heaths, but accessible to urban residents.	Heaths, but accessible to urban residents.	sites such as the Dorset Heaths, but accessible to urban residents.	Dorset Heaths, but accessible to urban residents.		
Conclusions	These options will help to protect and enhance the internationally, nationally and locally important sites of biodiversity interest for which this area is renowned. As a consequence of the need to protect these sites from the impact of development, significant new areas of accessible open space will be provided which will be useable by the existing population as well as the new residents.					

Table J.1

Issue: How should our sustainable construction and energy efficiency policies apply to new development?

Sustainability Objectives	Business as Usual	Option ME7	Option ME8	Option ME9
Performance / Significance Assessment (++) Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)				
1) Protect, enhance and expand habitats and protected species.	Direct Effects (If relevant) (Short, medium, long term)			
		+	+	++
	This option would fall back to the national policy position. See cumulative effect below.	The water efficiency element of this option will ensure that water abstraction rates do not increase from sensitive rivers in the long term.	The water efficiency element of this option will ensure that water abstraction rates do not increase from sensitive rivers in the long term.	This option would fall back to the national policy position. See comments for the business as usual option.

Sustainability Objectives	Business as Usual		Option ME7			Option ME8		Option ME9		
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)										
	X	+	+	+	++	++	X	+	+	
			<p>This option will support the national programme for mandatory compliance with the carbon and energy elements of the Code for Sustainable Homes (CFSH) which will reduce overall carbon emissions from residential development. This will lead to a secondary benefit as habitats and species will be at reduced threat from climate change.</p>				<p>As national standards do not yet exist, it is not possible to judge the benefits that national policy will provide. However, it is anticipated that national policy for non-residential development will be adopted by Government in 2010/11 which will provide benefits in the medium to long term (post-2011).</p> <p>This local policy option will only provide benefits if water/energy efficiency standards are set nationally. The intention of the policy is to reduce water and energy consumption and reduce carbon emissions, thereby providing a secondary benefit to habitats.</p>			

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual			Option ME7			Option ME8			Option ME9		
2) Make sustainable use of resources.	Direct Effects (If relevant) (Short, medium, long term)											
	=	=	=	+	++	++	x	X	X			
	In isolation this option will neither reduce nor increase the use of resources.			The water efficiency standards set by this option will make best use of water. The benefits will be most evident in the medium to long term (perhaps after 5 years of house building) when river abstraction rates might otherwise have to increase in the absence of this policy.			As this option does not propose any local policy measures, it is uncertain how it will impact on the use of resources.					
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)											
+	+	++	+	++	++	x	x	x				
In combination with the Code for Sustainable Homes and proposed national policy for sustainable non-domestic buildings, it is likely that use of water and other resources will reduce in the long term. No negative impacts will result from this option but the positive benefits will be less significant			In combination with the national programme for increasing compliance with the Code for Sustainable Homes, more sustainable use of resources will be achieved through higher construction standards			As this option does not propose any local policy measures, there will be no impacts other than those generated by national policy. There is no national programme for the sustainability of non-domestic construction so it is uncertain how this option will impact on resources						

Sustainability Objectives	Business as Usual	Option ME7	Option ME8	Option ME9								
3) Minimise pollution	Direct Effects (If relevant) (Short, medium, long term)											
	=	=	=	+	++	++	x	X	X			
	In isolation this option will neither reduce nor increase the use of resources.	The water efficiency part of the option could potentially have a minor positive benefit in terms of minimising water runoff and therefore contamination	As this option does not propose any local policy measures, it is uncertain how it will impact on the use of resources.									
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)											
+	+	+	+	++	++	x	x	x				
Higher standards for construction required through the CFSH, both for materials and the building process, will reduce pollution caused through development.	Higher standards for construction required through the CFSH, both for materials and the building process, will reduce pollution caused through development. Ground water source protection policies will prevent contamination of water supplies (although this is not currently a major issue).	There is no national programme for the sustainability of non-domestic construction so it is uncertain how this option will impact on pollution.										
4) Minimise factors contributing to climate change:	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)											
	+	+	++	+	++	++	+	+	++			
	Through a combination of the Code for Sustainable Homes and emerging national policy on commercial construction,	This option will support the national programme for mandatory compliance with the carbon and energy elements of the Code for Sustainable Homes (CFSH) which	As national standards do not yet exist, it is not possible to judge the benefits that national policy will provide. However, it is anticipated that national policy will									

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual	Option ME7	Option ME8	Option ME9							
	continuing without Core Strategy policy in place with no local policy requirements would still achieve carbon reduction, particularly in the long term.	will reduce overall carbon emissions from residential development	reduce carbon emissions in the medium to long term (post-2011).								
Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment											
	-	-	=	-	-	=					
	With no local policy, the national timetable for increasing compliance with the Code for Sustainable Homes may lead to an increase in house prices. Prices would stabilise in the long term as sustainable construction becomes the norm. Additional development costs are more commonly factored into land purchase prices and not final sale prices.	The additional costs of constructing to higher standards could potentially increase house prices in the short term. Prices would stabilise in the long term as sustainable construction becomes the norm. Additional development costs are more commonly factored into land purchase prices and not final sale prices.									
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)											
	+	+	++	+	++	++					
	In combination with the Code for Sustainable Homes continuing without a Core	In combination with the Code for Sustainable Homes this option would deliver houses which are well									

Sustainability Objectives	Business as Usual	Option ME7	Option ME8	Option ME9
	Strategy in place would deliver houses which are well constructed, energy and water efficient and sustainable in the long term. Benefits would be less for water efficiency compared with option B.	constructed, energy and water efficient and sustainable in the long term.		
10) Protect and enhance historic buildings, archaeological sits and other culturally important features	Direct Effects (If relevant) (Short, medium, long term)			
		This option would ensure that energy carbon efficiency measures are only approved where they do not harm the character or fabric of historic buildings.		
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.	Direct Effects (If relevant) (Short, medium, long term)			
	Even with no Core Strategy policy in place, the Code for Sustainable Homes would deliver more efficient buildings which are sustainable in the long term.	Options ME7 and ME8 would deliver residential and commercial buildings which are energy, water and carbon efficient and sustainable in the long term so they would work well and wear well. Benefits would be realised from adoption onwards.		

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual	Option ME7	Option ME8	Option ME9	
12) Facilitate a sustainable and growing economy that creates economic opportunity, as well as providing for vital and viable town centres	Direct Effects (If relevant) (Short, medium, long term)				
			-	-	=
			The measures required by this option could increase commercial development costs. Costs will stabilise in the long term as these measures become the norm.		
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment				
			+	+	+
			As more residential and commercial development is built to sustainable development standards, this could stimulate local industries in these new technologies.		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)				
			-	-	=
			It is anticipated that national policy for commercial sustainable construction will be introduced soon, potentially increasing development costs until measures become the norm.		
Conclusions	In conclusion Options ME7 and ME8 are the most sustainable. Option ME7 ensures that the area's specific water resource implications are addressed via a higher standard for water efficiency. It promotes sustainable construction methods and energy efficiency standards to meet local targets by 2016. Option C requires non-residential development to incorporate carbon reduction and water and energy efficiency measures but does not refer to an assessment standard as it is expected that national policy				

Sustainability Objectives	Business as Usual	Option ME7	Option ME8	Option ME9
	is still in the process. As national policy for non-residential development is not expected to be adopted until after 2010, the benefits from Option ME8 will not realised in the short term. Both options are more sustainable than the business as usual option as this does not allow for any additional local policy requirements for sustainable construction methods or energy efficiency standards.			

Table J.2

Issue: How should our renewable, decentralised and low carbon energy policies apply to new development?

Sustainability Objectives	Business as Usual	Option ME 10	ME 11	ME 12	ME 13										
Performance / Significance Assessment (++) Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)															
1) Protect, enhance and expand habitats and protected species.	Direct Effects (If relevant) (Short, medium, long term)														
	X	x	x										=	=	=
	Continuing without a Core Strategy policy and relying on national guidance should not result in any additional impact on habitats and protected species. Any larger scale renewable energy developments put forward in the future will be assessed against nature conservation protection policies – development control and international / national												The option does not afford preference to nor prohibit any particular technology. Impacts on habitats and species would be managed through the development control process. Technologies would not be permitted if they caused harm.		

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual	Option ME 10	ME 11	ME 12	ME 13										
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment														
			++	++	++	++	++	++	++	++	++	++			
		<p>This option would set a local target that would increase the proportion of energy provided by renewable or low carbon sources and thereby reduce carbon emissions. This in turn would reduce the impact of climate change on sensitive habitats.</p> <p>Benefits would be more significant in the long term (post 2020) once climate change is anticipated to take effect.</p>	<p>This option would extend the benefits identified for option ME10 to small or less viable developments which may otherwise not contribute to renewable energy generation. The option would partially (or in some cases fully) negate the carbon emissions from these new developments, reducing the impacts of climate change upon habitats.</p> <p>Benefits would be more significant in the long term (post 2020) once climate change is anticipated to take effect.</p>	<p>This option would extend the benefits identified for option ME10 to small or less viable developments. It would therefore provide equally positive benefits as option ME10.</p>											

Sustainability Objectives	Business as Usual	Option ME 10	ME 11	ME 12	ME 13									
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)														
			++	++	++	+	++	++	=	=	=			
			This option would operate in combination with option ME10, increasing the number of developments which provided a contribution (either in kind or financially) towards renewable energy. See <i>assessment under 'secondary effects above.</i>	The effects of this option would be the same as for option ME10. However, by exempting small or less viable schemes, the benefits of the option would not extend to all development.	This option would exist alongside development control and national habitats policy. Technologies would not be permitted if they caused harm.									
2) Make sustainable use of resources.	Direct Effects (If relevant) (Short, medium, long term)													
	-	-	X	++	++	++	++	++	++	++	++	+	+	+
	If the policy context continues with a reliance on national policy and no local standards set, there is a risk that developments would not contribute towards carbon saving or renewable energy measures hence a negative impact on sustainability objectives. In the long term (15+ years), Government's	By setting a higher standard for renewable energy, this option will reduce the amount on energy provided through fossil fuels. Benefits will be realised as soon as development starts to meet the higher standard.	Renewable energy and other carbon saving measures funded through a carbon offset fund would be likely to reduce use of limited resources. It is likely that the benefits from these measures would only be realised in the medium to long term (5 years plus) once sufficient funds had been pooled.	The majority of developments within existing urban areas will be on small sites. Under this option, these developments would contribute towards carbon saving and renewable energy measures through contribution to off site	Until master-planning work at the urban extensions demonstrates the feasibility or otherwise of area-wide renewable energy, it is uncertain how significant the benefits of this option will be. It can only have a minor positive benefit unless an actual policy requirement can be made.									

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual	Option ME 10	ME 11	ME 12	ME 13									
	ambition to switch to renewable energy may be realised, hence an uncertain impact recorded.													
3) Minimise pollution	Direct Effects (If relevant) (Short, medium, long term)													
	-	-	-	++	++	++	++	++	++	++	++	x	x	x
			By setting a higher standard for renewable energy, this option will reduce the amount on energy provided through fossil fuels. Benefits will be realised as soon as development starts to meet the higher standard.	Carbon offsetting measures would reduce carbon emissions as a form of pollution. Benefits would be more positive in the long term once RE measures are delivered (10+ years).	This option would minimise pollution from developments which are small to be affected by options ME10, ME11 and ME13 and would therefore provide the positive benefits that option ME14 would.	As this option does not afford preference to, nor prohibit any particular technology, it is uncertain what the benefits would be in terms of minimising pollution. The general spirit of promoting renewable energy should provide a minor benefit.								
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment													
			+	+	++	+	+	++						
		The reduction of carbon emissions through reducing dependence of fossil fuel power would lead to improved air quality which would have a beneficial health	The reduction of carbon emissions as a form of pollution would lead to improved air quality which would have a beneficial health impact. This positive impact											

Sustainability Objectives	Business as Usual	Option ME 10	ME 11	ME 12	ME 13										
		impact. This would increase over the longer term as the policy takes effect.	would increase over the long term as the policy takes effect.												
4) Minimise factors contributing to climate change:	Direct Effects (If relevant) (Short, medium, long term)														
	-	-	-	++	++	++	+	+	++	++	++	++	+	+	+
	Continuing without a core strategy in place to set local standards would have a negative impact on reducing dependence on fossil fuel power. It would not contribute to one of the factors contributing to climate change – the reduction of CO2 emissions.	This option is specifically aimed at reducing dependence on fossil fuel power and would consequently reduce carbon emissions	This option would extend the benefits of Option ME11 to small developments. Carbon saving measures would be delivered in the long term once sufficient funds had been pooled.	Allowing exemption would fail to deliver carbon saving measures through the many small developments anticipated across both districts.	This option is specifically aimed at reducing dependence on fossil fuel power and would consequently reduce carbon emissions. As no policy measures are yet proposed however, benefits are likely to be minor.										
8) Help make suitable housing available and affordable for everybody	Direct Effects (If relevant) (Short, medium, long term)														
				+	+	++									
			These options would have a positive impact as they will give future home owners energy alternatives, increasing over time as more homes are built as development meets the higher standard under Option ME10 or once sufficient funds have been pooled under Option ME11. They will help to reduce fuel poverty by providing ways to reduce energy bills. However this must be balanced against												

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual	Option ME 10	ME 11	ME 12	ME 13					
		possibly higher build costs identified in the secondary impact below which may make homes less affordable.								
Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment										
		-	=	=	+	+	+			
		The additional costs of renewable energy/carbon saving measures could potentially increase house prices in the short term. Prices would stabilise in the long term as renewable energy becomes the norm. Additional development costs are more commonly factored into land purchase prices and not final sale prices.			This option would be the cheapest for development as it would not increase construction costs.					
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)										
		x	x	x						
		Increased costs associated with on site renewable energy measures or contributions to off-site provision could have an impact on wider infrastructure planning. These costs will compete with other developer costs such as contributions to transport, affordable housing, open space, community facilities and Code for Sustainable Homes. Decisions about the relative priorities of contributions have yet to be made by the Councils. Therefore it is assumed that the effect of the increased contributions to wider infrastructure planning will be equal or no impact, but this will need to be monitored in the future.								

Sustainability Objectives	Business as Usual	Option ME 10	ME 11	ME 12	ME 13										
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.	Direct Effects (If relevant) (Short, medium, long term)														
	=	=	=	+	+	+	+	+	+	=	=	=	x	x	x
	Continuing with only national policy in place would neither reduce nor increase the impact on local distinctiveness.	This option would deliver buildings powered in part by long term sustainable energy sources and therefore create buildings that work well and wear well.	This option would deliver buildings powered in part by long term sustainable energy sources and would therefore create buildings that work well and wear well	The design of small developments would be unaffected by the policy as they would only make a financial contribution. Large developments would be captured by Options ME10 and ME11.	This option would be unlikely to have any impacts on local distinctiveness as it does not promote any particular type of renewable technology to incorporate into developments. Appropriate measures will be taken to minimise the impact of the renewable energy development on the environment and local amenity.										
12) Facilitate a sustainable and growing economy that creates economic opportunity, as well as providing for vital and viable town centres	Direct Effects (If relevant) (Short, medium, long term)														
	=	=	=	-	-	-	+	+	+						
	Continuing with national policy is not likely to have additional impacts on this objective.	The contribution required by these options could increase development costs although the increase is anticipated to be small. Development will be exempt if viability would be seriously affected.	Full exemption would be the cheapest option for small developments and would not increase development costs.												

Sustainability Objectives	Business as Usual	Option ME 10	ME 11	ME 12	ME 13
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment				
			+	+	+
		As more residential and commercial development is built to renewable energy standards under Options ME10 and ME11 and sufficient contributions are pooled to enable off-site carbon reduction measures under Options ME11 and ME12, this could stimulate local industries in these new technologies. Diversification into this expanding new industry could increase employment opportunities.			
Conclusions	All options score positively under the environmental objectives but negatively under the affordability and viability objectives due to the potential effect on development costs. The greatest environmental benefits result from options ME10 and ME11, but these are also the most costly. Further evidence gathering through the urban extension master planning will demonstrate whether Option ME11 is a feasible option. Option ME12 only provides costs benefits which the negative environmental impacts are considered to outweigh. In terms of environmental benefits the assessment indicates that Options ME10 and ME11 are the most preferable options, while Option ME13 has very few impacts. Option ME12 would have the least impact on development costs and viability.				

Table J.3

Issue: How should our policies direct development away from flood risk areas while also making best use of limited development land?

Sustainability Objectives	Business as usual	Option ME14	Option ME15	Option ME16	Option ME17								
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)													
1) Protect, enhance and expand habitats and protected species.	Direct Effects (If relevant) (Short, medium, long term) Traffic Light Assessment												
				x	x	x							
							This option refers to a possible requirement for area wide flood attenuation measures for very large schemes. The impact of the provision of new flood defences on biodiversity is uncertain as it is not known where these flood defences will be located.						
2) Make sustainable use of resources.	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)												
	x	x	x	x	x	x							
	Continuing with the national policy position would have an uncertain impact on this objective.		Option only exists in combination with PPS25. Uncertain impact owing to both positive and negative factors.										

Sustainability Objectives	Business as usual	Option ME14	Option ME15	Option ME16	Option ME17
	<p>PPS 25 directs development away from areas of highest risk. This will avoid development on land not suitable for housing or other uses thereby delivering sustainable development.</p> <p>However this approach will exacerbate the shortage of land for development, particularly within Christchurch where there are more sites within the urban area which are subject to flood risk and may place greater pressures on greenfield sites.</p> <p>Without the plan in place there would be a lack of a strategic approach toward the location of development in areas of low flood risk.</p>	<p>Positive: the policy will avoid development on land not suitable for housing or other uses, thereby delivering sustainable development.</p> <p>Negative: the policy will exacerbate the shortage of land for development, particularly in Christchurch where there are more sites within the urban area which are subject to flood risk and may place greater pressures on greenfield sites.</p>			

Sustainability Objectives	Business as usual	Option ME14	Option ME15	Option ME16	Option ME17									
	<p>Strategic flood risk assessments (SFRA) have been prepared as part of the local development framework and without SFRAs in place there would be a lack of sufficiently detailed and accurate flood risk data to guide the future location of development.</p> <p>In Christchurch this would mean that a flood risk strategy would not be prepared for the Borough</p>													
3) Minimise pollution	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment													
	+	+	+	+	+	+	+	+	+	+	+			
	National policy in PPS25 is concerned with reducing risk of flooding from various sources including surface water runoff. This will help prevent an increase in	By avoiding inappropriate development within the flood plain, this option will help prevent an increase in contamination of water through surface water runoff.	Mitigation measures will help to prevent contamination of water through surface water runoff during a flood.											

Sustainability Objectives	Business as usual	Option ME14	Option ME15	Option ME16	Option ME17										
	contamination of water through surface water runoff.														
4) Minimise factors contributing to climate change	These options are concerned with accommodating one of the impacts of climate change – increased and new risks of flooding. Therefore there is no assessment on the impact on sustainability objectives to minimise factors contributing to climate change.														
6) Provide a safe and secure environment	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)														
	-	-	-	++	++	++	++	++	++	++	++	++	+	+	+
	<p>PPS 25 aims to ensure that flood risk is taken into account at all stages in the planning process.</p> <p>Without the Core Strategy in place there would be a lack of a strategic approach toward the location of development in areas of low flood risk.</p> <p>Strategic flood risk assessments (SFRA) have been prepared as part of the local development framework and without SFRAs in place there would be a lack of sufficiently detailed</p>	<p>This option would only permit development where it can be made safe in terms of flood risk. The SPD would provide clarity on the other options and would therefore contribute to their positive benefits in terms of reducing people’s vulnerability to flooding.</p>	<p>This option would increase the resilience, resistance and safety of buildings to flood risk.</p>	<p>This option would acquire funds to deliver flood defence improvements, thereby making a more safe environment within flood zones.</p>	<p>This option would be unlikely to provide a significant benefit to flood defence improvement but does in principle support this objective.</p>										

Sustainability Objectives	Business as usual	Option ME14	Option ME15	Option ME16	Option ME17										
	<p>and accurate flood risk data to guide the future location of development.</p> <p>In Christchurch this would mean that a flood risk strategy would not be prepared for the Borough.</p>														
8) Help make suitable housing available and affordable for everybody	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)														
	X	X	X				X	X	X	X	X	X	X	X	X
	<p>PPS 25 requires developers to provide a flood risk assessment identifying flood risk management measures. The cost of these measures could have an impact on the cost of housing.</p> <p>However a positive impact would be the provision housing that will withstand flood risk providing adequate</p>			<p>Mitigation measures will increase development costs, but not a significant degree. This has the potential to increase house prices marginally.</p> <p>However this has to be balanced with the positive impact of provision of housing that will withstand flood risk, ensuring adequate standards of residential</p>	<p>Contributions towards flood defence improvements will increase building costs which may in turn affect house prices.</p> <p>However the provision of housing that will withstand flood risk is a positive impact, ensuring adequate standards of residential accommodation. Hence an uncertain impact overall.</p>	<p>As with Option D, this option will increase development costs but will not affect as many developments.</p>									

Sustainability Objectives	Business as usual	Option ME14	Option ME15	Option ME16	Option ME17															
	standards of residential accommodation Hence an uncertain impact overall.		accommodation. Hence an uncertain impact overall.																	
Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment																				
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-	-	-	-	-	-															
	PPS 25 directs development away from areas at risk from flooding. This may slow the supply of new housing	This option will prohibit some development within areas at risk of flooding. This may slow the supply of new housing																		
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)																				
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%; text-align: center;">x</td> <td style="width: 10%; text-align: center;">x</td> <td style="width: 10%; text-align: center;">x</td> <td style="width: 10%; text-align: center;">x</td> <td style="width: 10%; text-align: center;">x</td> <td style="width: 10%; text-align: center;">x</td> <td style="width: 10%; text-align: center;">x</td> <td style="width: 10%; text-align: center;">x</td> <td style="width: 10%; text-align: center;">x</td> <td style="width: 10%; text-align: center;">x</td> <td style="width: 10%; text-align: center;">x</td> <td style="width: 10%; text-align: center;">x</td> <td style="width: 10%; text-align: center;">x</td> <td style="width: 10%; text-align: center;">x</td> <td style="width: 10%; text-align: center;">x</td> </tr> </table>						x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x						
	Continuing with national policy guidance would have the same uncertain impact on wider infrastructure planning as for Options ME14 – ME17.	Increased costs associated with mitigation measures or contributions towards flood defence improvements / provision could have an impact on wider infrastructure planning. These costs will compete with other developer costs such as contributions to transport, affordable housing, open space, community facilities and Code for Sustainable Homes. Decisions about the relative priorities of contributions have yet to be made by the Councils. Therefore it is assumed that the effect of the increased contributions to wider infrastructure planning will be uncertain and this will need to be monitored in the future.																		

Sustainability Objectives	Business as usual	Option ME14	Option ME15	Option ME16	Option ME17										
10) Protect and enhance historic buildings, archaeological sites and other culturally important features	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)														
							+	+	+						
							This option allows for exemption of historic buildings and sites where the measures would harm character or increase the risk of long-term deterioration to fabric or fittings. This should assist in protecting, maintaining and enhancing listed buildings and their settings.								
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)														
	x	x	x				++	++	++	++	++	++	++	++	++
	Mitigation measures required from PPS 25 will create buildings which resist and recover from floods quickly. Without the plan in place there would be a lack of a strategic approach toward the						Mitigation measures delivered through this option would create buildings which resist and recover from floods quickly.			Contributions will allow for flood defence improvements to be funded, thereby protecting the current character of areas at risk from flooding.					

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as usual	Option ME14	Option ME15	Option ME16	Option ME17									
	<p>location of development in areas of low flood risk.</p> <p>Strategic flood risk assessments (SFRA) have been prepared as part of the local development framework and without SFRAs in place there would be a lack of sufficiently detailed and accurate flood risk data to guide the future location of development.</p> <p>In Christchurch this would mean that a flood risk strategy would not be prepared for the Borough.</p>													
12) Facilitate a sustainable and growing economy that creates economic opportunity, as well as providing for vital and viable town centres	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)													
	-	-	-	-	-	-	-	-	++	++	++	--	--	--
	Without the plan in place there is a lack of strategic approach to	This option has the potential to restrict economic development by limiting the				By providing for the ongoing defence of the area, these options will protect land from	This option would be negative as it would result in additional costs to development which would adversely affect the economy.							

Sustainability Objectives	Business as usual	Option ME14	Option ME15	Option ME16	Option ME17
	<p>identify the necessary scale and appropriate broad locations for future retail development across town centres in Christchurch and East Dorset and commercial uses across the area. This may result in deficiencies in the range of retail provision in our town centres and employment development to meet the needs of the local population to 2027.</p> <p>This could lead to a decline in the vitality and viability of these centres and decline of their market share of local retail expenditure.</p>	<p>location or range of commercial uses within the flood plain.</p> <p>However, this option has less of an adverse effect than the business as usual option as there will be a SFRA in place to guide the future location of development, thus offering more certainty of the appropriate locations for commercial development.</p>		<p>flooding which can be developed for commercial uses.</p>	

Sustainability Objectives	Business as usual	Option ME14	Option ME15	Option ME16	Option ME17
Conclusions	All these options reinforce the national policy position set by PPS25. All options score very positively under the environmental objectives but partly negatively or uncertainly under the cost and affordability objectives due to the additional cost to development of requiring flood mitigation measures and contributions towards defence improvements. Cost and viability impacts will be holistically assessed once all infrastructure requirements are known. The assessment indicates that all options would be acceptable, but that it is preferable to adopt Option ME16 over Option ME17.				

Table J.4

Issue : How should we consider development in areas at risk from coastal erosion?

Sustainability Objectives	Business as usual			Option ME18		
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)						
2) Make sustainable use of resources.	Direct Effects (If relevant) (Short, medium, long term) Traffic Light Assessment					
	x	x	x	+	+	+
	The PPS25 supplement: 'Development and Coastal Change' seeks to prevent new development from being put at risk from coastal change by avoiding inappropriate development in these areas and also directing development away from these areas. This has a positive impact on the sustainable use of resources. However the situation without the Core Strategy in place would have a less positive impact than Option A because the evidence underpinning the Core Strategy would not be in place, therefore there would be an uncertain affect on this objective.			This option will make the best use of land by not blighting all areas with the potential for low level risk. It instead assesses risk and permits development if it is safe, using the Strategic Flood Risk Assessment evidence prepared to inform the Core Strategy.		

Sustainability Objectives	Business as usual	Option ME18			
<p>4) Minimise factors contributing to climate change:</p>	<p>This option is concerned with accommodating one of the impacts of climate change – rising sea levels leading to increased risks of coastal erosion and flooding. Therefore there is no assessment on the impact on sustainability objectives to minimise factors contributing to climate change.</p>				
<p>6) Provide a safe and secure environment</p>	<p>Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)</p>				
-	-	-	++	++	++
<p>The PPS25 supplement: ‘Development and Coastal Change’ seeks to prevent new development from being put at risk from coastal change by avoiding inappropriate development in these areas and also directing development away from these areas</p> <p>However without the plan in place there would be a lack of a strategic approach toward the location of development in areas of low flood risk.</p> <p>Strategic flood risk assessments (SFRA) have been prepared as part of the local development framework and without SFRAs in place there would be a lack of sufficiently detailed and accurate flood risk data to guide the future location of development.</p> <p>In Christchurch this would mean that a flood risk strategy would not be prepared for the Borough.</p>	<p>This option would only permit development where it can be made safe in terms of coastal erosion.</p> <p>In accordance with the PPS25 supplement ‘Development and Coastal Change’ it is not necessary to identify a Coastal Change Management Area in Christchurch as the draft Poole and Christchurch Bays Shoreline Management Plan (2009) is, overall, adopting a policy of ‘holding the line’ which includes an approach of managed realignment for Mudeford Spit and Hengistbury Head East and results in no significant change to the shoreline during the 100 year period covered by SMP2. In this instance the PPS25 supplement and PPG20 are sufficient to inform decisions on development proposals in the coastal zone. Additionally, PPS25 informed by the Christchurch Strategic Flood Risk Assessment is sufficient to inform decisions concerning the suitability of development in areas of the Borough affected by flood risk when considering the impact of tidal and fluvial flood risk to 2126 and the impact of climate change.</p> <p>This option is appropriate for the current situation, but if the policy approach in the Shoreline Management Plan changes in the future resulting in erosion of the sea line defences, this will raise the need for a Coastal Change Management Area and associated policies in the Core Strategy.</p>				

Sustainability Objectives	Business as usual	Option ME18
Conclusions	<p>Option ME18 achieves a positive assessment under the few relevant objectives as it would prohibit unsuitable development but permit it when safe and suitable. No negative impacts were identified. This has a more positive impact than Option A as the evidence from the Strategic Flood Risk Assessment which has been prepared to inform the Core Strategy would be available to inform the future approach towards this issue. Option ME18 is appropriate for the current situation, but allows for changes of direction in future Core Strategy policy to identify Coastal Change Management Areas and associated policies if the policy approaches in the Shoreline Management Plan change resulting in the erosion of sea line defences.</p>	

Table J.5

Appendix K Creating High Quality and Distinctive Environments

Issue: How can we protect historically and/or architecturally locally important unlisted buildings, sites, parks and gardens from demolition or inappropriate development?

Sustainability Objectives	Option HE1	Business as Usual				
Performance / Significance Assessment (++) Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)						
10) Protect and enhance historic buildings, archaeological sites and other culturally important features.	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	++	++	++	--	--	--
	This option has a strong positive impact on this objective by affording protection to buildings of local architectural and historical importance. In Christchurch the list would be reviewed to ensure that vulnerable buildings, currently not on the list, are afforded protection. The option would control demolition of such buildings. In East Dorset a review of the building stock would be carried out to identify buildings in need of protection.			This option will have a significantly negative effect in that it gives no level of protection to features of importance without statutory protection. There are significant measures protecting Ancient Monuments, listed buildings and conservation areas. However, there is scope for further control for these buildings and areas which could support their protection and enhancement. Additionally, there are other features of historic and archaeological importance that are not protected, such as gardens and landscapes. If there is no protection through policy these features could be damaged.		
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment					
-	-	-	-	-	-	
There could be additional costs to householders/developers associated with additional controls over development of such buildings.			This option would have a negative impact on this objective, as it would not support tourism. However, it would not incur additional costs.			

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option HE1	Business as Usual					
Performance / Significance Assessment (++) Significant Beneficial Impact , + Option Supports Objective but only minor beneficial impact , = Equal or no impact , x Uncertain Impact , - Option conflicts with objective and may result in adverse impact , -- Significant adverse impact)							
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Direct Effects (Short, medium, long term) Traffic Light Assessment						
	++	++	++	--	--	--	
	This option has a positive impact on this objective by striving to protect buildings that are of 'local' importance.			This option would have a negative impact on this objective as it would not support the enhancement of local distinctiveness. Currently in East Dorset there is no Local List and in Christchurch there are limitations as to the effectiveness of the existing Local List.			
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment						
+	+	+	-	-	-		
This option has a positive impact on this objective by enhancing local distinctiveness and improving the attractiveness of the area, the option may result in an increased number of tourists visiting the area, which will benefit the local economy.			This option would not support tourism. However, it would not incur additional costs.				
12) Facilitate a sustainable and growing economy	Direct Effects (Short, medium, long term) Traffic Light Assessment						
	+	+	+	x	x	x	
The protection of locally distinctive features enhances the attractiveness of the area, and may attract more tourists.			The impact of this option on the economic vitality and viability of the town centre is uncertain.				

Sustainability Objectives	Option HE1	Business as Usual										
Performance / Significance Assessment (++)Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)												
Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment												
+			+		+		-		-		-	
Taken together with the protection afforded to Statutorily protected buildings, this option will improve the attractiveness of the area to tourists.						Sensitive redevelopment or continued use of historic buildings would not be positively encouraged.						
Conclusion	Option HE1: The option supports Sustainability Appraisal objectives 10, 11 and 12 by recognising the importance of the historic built environment in maintaining local distinctiveness and creating attractive places which will provide for viable town centres. Business as Usual Option. The option would largely have a negative impact on sustainability objectives 10 and 11 by not affording protection to locally important buildings that contribute to the local distinctiveness on the area. The most sustainable option is Option HE1.											

Table K.1

Issue : How can we further prevent harmful change to conservation areas and listed buildings?

Sustainability Objectives	Option HE 2	Option HE 3			Business as Usual				
Performance / Significance Assessment (++) Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)									
10) Protect and enhance historic buildings, archaeological sites and other culturally important features.	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	++	++	++	++	++	++	--	--	--
	<p>The option has a significant positive impact upon this objective by taking control over small-scale works to buildings in conservation areas that might otherwise alter their historical character and appearance.</p> <p>In Christchurch, the evidence indicates erosion of historical features of unlisted buildings located in conservation areas.</p> <p>A recent English Heritage report 'Heritage at Risk – Conservation Areas' (July 2009) highlights the incremental damage that has been caused to Conservation Areas by uncontrolled small scale developments such as unsympathetic replacement doors and windows and strongly supports the imposition of Article 4 Directions in Conservation Areas.</p>	<p>The option directly supports this objective by affording protection to buildings in conservation areas, or other areas of historic importance, against alterations that may have a harmful effect on their historical character and appearance.</p> <p>In Christchurch, the evidence indicates erosion of historical features of unlisted buildings located in conservation areas.</p> <p>A recent English Heritage report 'Heritage at Risk – Conservation Areas' (July 2009) highlights the incremental damage that has been caused to Conservation Areas by uncontrolled small scale developments such as unsympathetic replacement doors and windows and strongly supports the imposition of Article 4 Directions in Conservation Areas.</p>	<p>There are significant measures protecting Ancient Monuments, listed buildings and conservation areas. However, there is scope for further control for these buildings and areas which could support their protection and enhancement. Additionally, there are other features of historic and archaeological importance that are not protected, such as gardens and landscapes. If there is no protection through policy these features could be damaged.</p>						

Sustainability Objectives	Option HE 2			Option HE 3			Business as Usual		
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment								
	x	x	x	x	x	x	-	-	-
	As a result, owners of affected properties may wish to seek compensation if planning permission were to be refused for operations that would normally be permitted development. This could have limited financial impact on the councils.			As a result, owners of affected properties may wish to seek compensation if planning permission were to be refused for operations that would normally be permitted development. This could have limited financial impact on the councils.			This option would not support tourism. However, it would not incur additional costs.		
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	++	++	++	++	+	+	--	--	--
	This option has a significant positive impact on this objective by preventing the loss of historically and architecturally important features of buildings in conservation areas, which will enhance and preserve local vernacular traditions.			This option has a significant positive impact on this objective by preventing the loss of historically and architecturally important features of buildings in conservation areas, or other areas of historic importance, which will enhance and preserve local vernacular traditions.			This option would not positively support this objective as no control may lead to the gradual erosion of features.		

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option HE 2	Option HE 3	Business as Usual
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment		
	x	x	x
	-	-	-
	-	-	-
	The implementation of art 4(2) Directions might result in owners of affected properties seeking compensation where planning permission is refused for operations that would normally require consent, and therefore have a minimal negative financial impact (short, medium and long term).	The implementation of art 4(1) Directions might result in owners of affected properties seeking compensation and therefore have negative financial impact (short, medium and long term).	This option would not support tourism. However, it would not incur additional costs.
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term) Traffic Light Assessment		
	+	+	+
	+	+	+
	-	-	-
	-	-	-
	The protection of locally distinctive features enhances the attractiveness of the area and may attract more tourists.	The protection of locally distinctive features enhances the attractiveness of the area and may attract more tourists.	This option would not enhance the town centres, so would not encourage tourists.
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment		
	+	+	+
	+	+	+
	-	-	-
	-	-	-
	Taken together with the protection afforded to Statutorily protected buildings, this option will improve the attractiveness of the area to tourists.	Taken together with the protection afforded to Statutorily protected buildings, this option will improve the attractiveness of the area to tourists.	Sensitive redevelopment or continued use of historic buildings would not be positively encouraged.
Conclusions	Option HE 2 : The option supports Sustainability Appraisal objectives 10 and 11 It would have a positive impact on the preservation of the special character of conservation areas and maintain and enhance local distinctiveness.		

Sustainability Objectives	Option HE 2	Option HE 3	Business as Usual
	Option HE 3: The option supports Sustainability Appraisal objectives 10 and 11. It would have a positive impact on the preservation of the special character of conservation areas and maintain and enhance local distinctiveness.		

Table K.2

Issue: How can we ensure that development is of a high design standard which complements local character, environmental qualities and makes a positive contribution to local distinctiveness and cultural vitality?

Sustainability Objectives	Option HE 4	Option HE 5	Option HE 6	Option HE 7	In East Dorset to de-designate Special Character Areas. A district wide character assessment would need to be carried out.	Urban design guidance should not be introduced for East Dorset.
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Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)

8. Help make suitable housing available and affordable for everybody	Direct Effects (Short, medium, long term) Traffic Light Assessment																	
	x	+	+	-	x	x	=	=	=	-	-	-	x	x	+	x	x	x
	In the short term, the impact of this option on this objective is uncertain as it is difficult to quantify how the implementation of	In the short term, the option may have a slight negative impact as higher design standards (lower densities) may increase cost of development schemes, which may affect viability.	This option will have no impact on the objective. The Borough-wide Character Assessment will continue to guide	In the short, medium and long term the option may have a negative impact on the objective, by	In the short, medium and long term the option would have a minor beneficial/uncertain impact on the objective. The	In the short medium and long term, the impact of this option on the objective remains uncertain. There is no evidence to suggest how the												

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option HE 4	Option HE 5	Option HE 6	Option HE 7	In East Dorset to de-designate Special Character Areas. A district wide character assessment would need to be carried out.	Urban design guidance should not be introduced for East Dorset.
	<p>this option may affect housing delivery.</p> <p>In the medium and long term however an extensive review of the appropriateness of current Special Character Area designations (which will take into account their function) may have a positive impact on this objective, by lifting some of the development restrictions.</p>	<p>In the medium and long term the impacts are uncertain, as there is no evidence to quantify how the implementation of this option may affect housing delivery over a longer period of time.</p>	<p>the design of new schemes, ensuring that new development respects the characteristics of the surrounding built environment.</p> <p>NB There is no evidence to suggest that the document had had an</p> <p>impact on the delivery of affordable housing.</p>	<p>restricting development opportunities in such areas.</p>	<p>de-designation of Special Character Areas would allow for less restrictive approach towards location/type of development which may result in more development opportunities in parts of the district.</p>	<p>lack of design guidance may influence delivery of dwellings that meet adequate standards of accommodation, and also on the number of dwellings built.</p>

Sustainability Objectives	Option HE 4	Option HE 5	Option HE 6	Option HE 7	In East Dorset to de-designate Special Character Areas. A district wide character assessment would need to be carried out.	Urban design guidance should not be introduced for East Dorset.											
11. Maintain and enhance local distinctiveness and create place and spaces and buildings that work well, wear well and look well.	Direct Effects (Short, medium, long term) Traffic Light Assessment																
	+	++	++	++	++	++	++	++	++	+	++	++	-	x	x	-	-
The option will have a beneficial impact on the objective by continuing to ensure that areas which are recognised for their distinctive character are protected against harmful development. The analysis of appeal decisions in East Dorset indicates that the policy is working well and is strongly supported at appeal by the Inspectorate, so that schemes that would have a negative effect on	This option would have a significant positive impact on this objective, by ensuring high design standards in new dwellings and by enhancing the existing building stock in instances where additions/ alterations to properties are proposed.	The option will have a beneficial impact on the objective by continuing to guide the design of new development schemes. The assessment will be updated in the plan period to take into account the changes that may have occurred. This will guide development, to ensure that schemes respect the special characteristics of the surrounding area and are sympathetic in	The option would have a significant positive impact on the objective by first of all distinguishing locally important character areas and secondly by affording protection against inappropriate development.	In the short term the de-designation of Special Character Areas may have a slight negative effect on the objective by, removing additional protection against inappropriate development afforded by the designation. In the medium and long term it is uncertain whether the adoption of a character study Supplementary Planning Document in East Dorset would prove to be less effective in protecting the special features of areas with distinct character.	This option will have a negative effect on the objective. A locally specific urban design guide would complement national design guidance, and ensure high quality development schemes.												

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option HE 4	Option HE 5	Option HE 6	Option HE 7	In East Dorset to de-designate Special Character Areas. A district wide character assessment would need to be carried out.	Urban design guidance should not be introduced for East Dorset.												
	the character of the area are not allowed. It will contribute to maintaining the area's recognised design quality.		form, density and design to the existing built environment.															
Cumulative effects (Short, medium, long term) Traffic Light Assessment																		
	++	++	++	+	+	+	+	+	+	++	++	++	-	x	x	-	-	-
	Taken together with other policy options, aimed at securing a high quality built environment, this option will have a significant positive impact on this objective by ensuring that development proposals are sympathetic in character to the surrounding area.	Taken together with other policy options, aimed at securing a high quality built environment, this option will have a significant positive impact on this objective.	Taken with other Core Strategy policies, especially the specific enhancements proposed in the town centre vision, this option will help to create places, spaces and buildings that are locally distinctive. The refurbished DruittGardens will provide for high	Taken together with other policy options, aimed at securing high design standards of development, this option will have a significant positive impact on this objective.	Taken together with other Core Strategy policy options the option might have a slight negative impact on the objective. The medium and long term effect is uncertain, as there is no evidence to suggest whether the introduction of a District wide character assessment may affect the quality and design of new schemes.	Taken together with other policy options, the option may have a slightly negative impact.												

Sustainability Objectives	Option HE 4	Option HE 5	Option HE 6	Option HE 7	In East Dorset to de-designate Special Character Areas. A district wide character assessment would need to be carried out.	Urban design guidance should not be introduced for East Dorset.
			<p>quality open space in the heart of the centre, which will enforce its distinctive character.</p> <p>In the medium and long term the support of this objective will depend on the successful implementation of other plan policies to secure funding for improvements and design policies.</p>			
Conclusions	Options HE4 and HE6 perform best when assessed against the relevant objectives. The review of Special Character Areas in East Dorset may contribute to a higher development rate, whilst still maintaining high residential standards in areas recognised for their distinct character which will have a positive effect on objectives 8 and 11.					

Sustainability Objectives	Option HE 4	Option HE 5	Option HE 6	Option HE 7	In East Dorset to de-designate Special Character Areas. A district wide character assessment would need to be carried out.	Urban design guidance should not be introduced for East Dorset.
Evidence shows that the Christchurch Borough wide Character Assessment has been successfully guiding development to ensure new schemes complement the exiting built environment.						

Table K.3

Issue: What open space and leisure provision should we provide to best meet identified local needs?

Sustainability Objectives	Option HE 8	Do not designate or protect open space sites.				
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)						
1) Protect, enhance and expand habitats and protected species.	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)					
	+	++	++	--	--	--
	By providing designated open space near to housing to support Local Needs Areas, residents will have more opportunity to use designated areas for recreation, and will be less likely to use the protected heaths. The heaths and protected species will have an enhanced environment.			Without designated areas of open space, residents will continue to use the heathland as a convenient space for recreation. In the short term, the impact is unknown, however in the longer term, as more houses are built, there will be greater pressure for residents to recreate on the sensitive heathlands, so leading to the likelihood of destroying the important protected species.		

Sustainability Objectives	Option HE 8			Do not designate or protect open space sites.			
Cumulative / In-combination Effects (If relevant)							
++		+		+		--	
The designated open space areas will become established and popular areas for recreation, reducing the impact on the heaths. For those residents who live very close to heaths, it may still be desirable to use the heaths as open space as it is convenient. It may take time for existing residents to change their habits.				With the potential to dispose of and develop areas of open space, the pressure for householders to visit the heaths will increase greatly. This is because there will be few alternatives for dog walkers. The loss of green spaces within our settlements, if there is no protection, will be a loss to biodiversity as the links in the green chain will have been broken.			
3) Minimise pollution	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)						
++		++		++		--	
As a direct consequence this option will encourage more people to visit local recreation space, which will have a positive impact on reducing car travel.				Without the option in place, people will tend to drive to recreation space, leading to increased levels of pollution.			
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)							
++		++		++		--	
In the medium to long term the support of these spaces increase road traffic and contribute to congestion and raise harmful emissions that may have an adverse impact on air quality				Lack of local open space which is accessible to residents could lead to increased health related disorders including mental health, as well as obesity and risk of heart attack or stroke.			

Sustainability Objectives	Option HE 8			Do not designate or protect open space sites.		
4) Minimise factors contributing to climate change:	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)					
	++	++	++	--	--	--
	As a direct consequence this option will encourage more people to visit and recreate locally which will have a positive impact on reducing car travel to other localities. The bus network could help in accessing open space.			This option would have a negative effect on climate change. The potential loss of open space sites and alternative provision some distance from households, would lead to an increase in the use of the car to access open space.		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)					
x	x	x	-	--	--	
In the medium to long term the protection and provision of enhanced or new areas of open space close to residents will minimise road traffic. The cumulative impact upon changes in levels of harmful emissions will depend upon the successful implementation of other plan policies which may result in no net increase in emissions such as: <ul style="list-style-type: none"> • Measures reducing the need to travel • Improvements in public transport services • Renewable energy 			In the medium and longer term, this could lead to higher levels of traffic congestion and pollution.			
5) Provide access to meet people's need	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)					
	++	++	++	-	-	-
This option directly supports this objective by enabling more people to access areas of open space close to their homes. This will have a positive impact on reducing car travel, and may encourage greater participation in recreational activities.			Without the provision of open space close to homes, and the potential loss of open space sites, this will lead to an increase in the use of the car to access open space.			

<p>Sustainability Objectives</p>	<p>Option HE 8</p>			<p>Do not designate or protect open space sites.</p>		
<p>Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)</p>						
<p style="text-align: center;">+</p>			<p style="text-align: center;">+</p>		<p style="text-align: center;">+</p>	
<p style="text-align: center;">--</p>			<p style="text-align: center;">--</p>		<p style="text-align: center;">--</p>	
<p>Cumulative: In the medium to long term the provision of accessible open space to local communities should reduce the need to travel, and encourage healthier lifestyles. In the longer term, an attractive and popular recreation space could become attractive to more people, which may increase car travel if they need to travel a distance to reach it. However, the cumulative impact upon changes in levels of harmful emissions will depend upon the successful implementation of other plan policies which may result in no net increase in emissions such as:</p> <ul style="list-style-type: none"> • Measures reducing the need to travel • Improvements in public transport services 				<p>Cumulative: In the medium and longer term, this could lead to higher levels of traffic congestion, increased levels of obesity and health related disorders including mental health, and risk of heart attack or stroke.</p>		
<p>7) Create conditions to improve health, promoting healthy lifestyles</p>	<p>Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)</p>					
<p style="text-align: center;">++</p>			<p style="text-align: center;">++</p>		<p style="text-align: center;">+</p>	
<p style="text-align: center;">--</p>			<p style="text-align: center;">--</p>		<p style="text-align: center;">--</p>	
<p>As a direct consequence this option will give people the opportunity to access open space and recreational facilities, located in their communities to improve health and to promote healthy lifestyles.</p>				<p>Without the provision of open space close to homes, and the potential loss of open space sites, this would lead to an increase in the use of the car to access open space.</p>		
<p>9) Help communities to support social cohesion</p>	<p>Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)</p>					
<p style="text-align: center;">+</p>			<p style="text-align: center;">+</p>		<p style="text-align: center;">+</p>	
<p style="text-align: center;">-</p>			<p style="text-align: center;">-</p>		<p style="text-align: center;">-</p>	
<p>This option supports this objective by the provision of open space close to people's homes, helping to promote social cohesion through its use.</p>				<p>Without the provision of attractive accessible open space close to homes, many residents will not use the open space, as it may feel unsafe, or they may require transport to reach it.</p>		

Sustainability Objectives	Option HE 8	Do not designate or protect open space sites.			
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)				
	+	+	+	-	-
	However, secluded areas of open space and woodland can become attractive areas for youths to hang out in which may intimidate older residents and young children. To mitigate this impact, the open space needs to be well managed and attractive to all ages of users throughout the day.			In the medium and longer term, greater use of the car to access alternative open space may lead to increased levels of congestion; a less active community; and some local areas of open space underused as they feel unsafe.	
10) Protect and enhance historic buildings, archaeological sites and other culturally important features.	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)				
	+	+	+	x	x
	Some areas of open space are located in historic settings, such as the Green at Wimborne Minster, Christchurch Priory and Druitt Gardens in Christchurch town centre. These will be directly supported in this option.			These sites will not be lost or de-designated under this option, but the opportunity to manage, allow continued access and enhance these areas over time is uncertain.	
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)				
	++	++	++	--	--
	This option directly supports this objective by encouraging high standards of design of open spaces, and supports specific enhancements to create places and spaces that are attractive and locally distinctive. In the longer term the support of this objective will depend on the provision of funding to manage the sites. Attractive areas of open space are popular and will encourage more users – this will encourage healthy lifestyles, but may draw in visitors from outside the Local Needs Area.			This option does not provide the opportunity to create attractive and distinctive spaces.	

Sustainability Objectives	Option HE 8	Do not designate or protect open space sites.					
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)						
	=	=	=	--	--	--	
	In the medium and longer term, greater use of the car to access alternative open space will be necessary; a less active community; and some local areas of open space will be underused or lost to development.						
Conclusions	The provision of locally accessible open space to communities that is attractive to use and easily accessible, will become a popular recreation destination for all sections of the community. This will help social cohesion (objective 9), provide a safe, healthy and accessible environment for the community (objectives 5, and 7), and help to reduce the impact on climate change (objectives 3 and 4). It will also help to divert pressure from the heathlands and therefore support objective 1.						

Table K.4

Issue: How should a developer contributions policy apply to new development?

Sustainability Objectives	Option HE 9	Option HE 10	Option HE 11	Option HE 12	Option not taken forward - Use a standard floorspace threshold for all commercial developments.	Option not taken forward - No contributions required.												
Performance / Significance Assessment (++) Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)																		
5) Provide access to meet people's need	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)																	
	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	--	--	--
	This option directly supports this objective by providing funding		This option directly supports this objective by providing		This option will help to provide recreational facilities		This option will help to provide recreational facilities		This option will help to meet the objective by imposing a		This option would restrict the chance to							

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option HE 9	Option HE 10	Option HE 11	Option HE 12	Option not taken forward - Use a standard floorspace threshold for all commercial developments.	Option not taken forward - No contributions required.											
	<p>contributions towards the provision of open space and recreation from all developments.</p> <p>In the longer term, sites will be provided or upgraded to meet the needs of the local community in conjunction with other policies in the plan.</p>	<p>funding contributions towards the provision of open space and recreation from all developments.</p> <p>In the longer term, sites will be provided or upgraded to meet the needs of the local community in conjunction with other policies in the plan.</p>	<p>for the whole community. It would mean that the priority schemes in the Districts would be provided first.</p>	<p>for the community, in the Local Needs Areas where development is taking place. This would help to provide facilities where there is an identified shortfall, or where facilities need to be improved.</p>	<p>contribution on all new commercial development, regardless of the size of the business.</p> <p>This would help in directly meeting the community's need to access open space.</p>	<p>provide recreational facilities to meet local needs.</p>											
<p>7) Create conditions to improve health, promoting healthy lifestyles, especially routine daily exercise and</p>	<p>Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)</p>																
	++	++	++	++	++	++	++	+	++	+	+	++	++	++	--	--	--
	<p>This option strongly supports this objective by supporting the provision of and access to open space for the community.</p>	<p>This option may help to meet this objective, but relies on the provision of large scale employers to provide funding.</p>	<p>This option will help to provide recreational facilities for the whole</p>	<p>This option would help to provide recreational facility for the community, in the Local Needs Areas where development is taking place. This would help to provide facilities where there is an identified</p>	<p>This option will help to meet the objective by imposing a contribution on all new commercial development, regardless of the size of the business.</p> <p>This would help in directly meeting the community's need to</p>	<p>The health of the community in relation to access to recreational facilities will not be supported if this option is pursued.</p>											

Sustainability Objectives	Option HE 9	Option HE 10	Option HE 11	Option HE 12	Option not taken forward - Use a standard floorspace threshold for all commercial developments.	Option not taken forward - No contributions required.																	
reducing health inequalities	This will enable all sections of the community to enjoy a healthier lifestyle and to take part in regular exercise within their neighbourhood.	Therefore in the short term, the effects are uncertain. but in the medium and longer term they are likely to be poor at delivering funding towards recreational facilities, and promoting healthy lifestyles, as the majority of companies in East Dorset employ fewer than 50 employees.	community and to access healthy lifestyles. It would mean that the priority schemes would be provided first. This directly supports this option.	shortfall, or where facilities need to be improved. This would help the community to lead healthier lifestyles and provide opportunities for exercise.	lead healthier lifestyles and so reduce inequalities.																		
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities,	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)																						
	<table border="1" data-bbox="338 1046 636 1110"> <tr> <td>++</td> <td>++</td> <td>++</td> </tr> </table> <p>This option supports this objective by providing areas of open space close to local communities.</p> <p>This will encourage better social cohesion and support</p>	++	++	++	<table border="1" data-bbox="642 1046 936 1110"> <tr> <td>++</td> <td>++</td> <td>++</td> </tr> </table> <p>This option may help to meet this objective, but relies on the provision of large scale employers to provide funding.</p>	++	++	++	<table border="1" data-bbox="943 1046 1234 1110"> <tr> <td>++</td> <td>++</td> <td>++</td> </tr> </table> <p>This option will help to provide recreational facilities for the whole community and to support social cohesion. It would mean that the priority</p>	++	++	++	<table border="1" data-bbox="1240 1046 1525 1110"> <tr> <td>++</td> <td>++</td> <td>++</td> </tr> </table> <p>This option would help to provide recreational facility for the community, in the Local Needs Areas where development is taking place. This</p>	++	++	++	<table border="1" data-bbox="1532 1046 1823 1110"> <tr> <td>++</td> <td>++</td> <td>++</td> </tr> </table> <p>This option will help to meet the objective by imposing a contribution on all new commercial development, regardless of the size of the business.</p>	++	++	++	<table border="1" data-bbox="1830 1046 2038 1110"> <tr> <td>--</td> <td>--</td> <td>--</td> </tr> </table> <p>This option will reduce the opportunity to provide well planned open space to support the social cohesion of communities.</p>	--	--
++	++	++																					
++	++	++																					
++	++	++																					
++	++	++																					
++	++	++																					
--	--	--																					

Sustainability Objectives	Option HE 9	Option HE 10	Option HE 11	Option HE 12	Option not taken forward - Use a standard floorspace threshold for all commercial developments.	Option not taken forward - No contributions required.
Learning, skills, knowledge and culture.	integration through well planned areas of safe open space for all sections of the community to use.		schemes would be provided first. This directly supports this option.	would help to provide facilities where there is an identified shortfall, or where facilities need to be improved. This would support social cohesion by helping the community to lead healthier lifestyles and access to recreational facilities.	This would help provide area of open space in communities, supporting social cohesion and reducing the fear of crime amongst residents.	
Conclusions	Developer contributions will significantly help to deliver recreational facilities over the life of the Plan which will have a positive sustainable impact.					

Table K.5

Issue: How should policy deliver a network of green infrastructure?

Sustainability Objectives	Business as usual	Option HE 13	Option HE 14						
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)									
1) Protect, enhance and expand habitats and protected species.	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)								
	=	=	=	++	++	++	+	++	++
	Not providing green infrastructure does not offer the chance for positive improvements to wildlife habitats.	By providing green infrastructure and alternative areas of open space near to local communities, the residents will have more opportunity to use designated areas for recreation through green infrastructure, and will be less likely to use the protected heaths. The heaths and protected species will have an enhanced environment.			By retaining a separate contributions policy, the value of contributions will take much longer to achieve viable alternative areas of green space to the heathlands. They may not be well linked to other areas of open space derived through the heathlands policies.				
5) Provide access to meet people's needs	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)								
	=	=	=	++	++	++	x	+	+
	Not providing green infrastructure will forgo the opportunity to improve provision within easy access of residents.	This option directly supports this objective by enabling more people to access a network of open space close to their homes. This will have a positive impact on reducing car travel, reducing access for recreational activities on the heaths, and may encourage greater participation in other recreational activities.			Without a linked chain of open spaces, we are not making the best and sustainable use of resources – new Suitable Alternative Natural Greenspaces will need to be created in ‘green field’ locations to meet the mitigation requirements of the heathland policy.				

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as usual	Option HE 13	Option HE 14						
	Secondary Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)								
				+	+	+	+	+	+
				<p>In the medium to long term the provision of accessible open space to local communities should reduce the need to travel, and encourage healthier lifestyles. In the longer term, an attractive and popular recreation space could become attractive to more people, which may increase car travel if they need to travel a distance to reach it. However, this impact will depend upon the successful implementation of other plan policies which may result in no net increase in emissions such as measures reducing the need to travel and improvements in public transport services.</p>	<p>In the medium to long term the provision of accessible open space to local communities should reduce the need to travel, and encourage healthier lifestyles. In the longer term, an attractive and popular recreation space could become attractive to more people, which may increase car travel if they need to travel a distance to reach it. However, the cumulative impact will depend upon the successful implementation of other plan policies which may result in no net increase in emissions such as measures reducing the need to travel and improvements in public transport services.</p>				
7) Create conditions to improve health, promoting healthy lifestyles	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)								
	=	=	=	++	++	++	++	++	++
	<p>Not providing green infrastructure will forgo the opportunity to improve facilities to help healthy living.</p>			<p>As a direct consequence this option will give people the opportunity to access open space and recreational facilities, located in their communities to improve health and to promote healthy lifestyles.</p>	<p>As a direct consequence this option will give people the opportunity to access open space and recreational facilities, located in their communities to improve health and to promote healthy lifestyles.</p>				

Sustainability Objectives	Business as usual	Option HE 13	Option HE 14						
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)								
	=	=	=	++	++	++	++	++	++
	Without the provision of attractive accessible open space close to homes, many residents will not use the open space, as it may feel unsafe, or they may require transport to reach it.	This option supports this objective by the provision of open space close to people's homes, helping to promote social cohesion through its use.		This option supports this objective by the provision of open space close to people's homes, helping to promote social cohesion through its use.					
Conclusions	The Preferred Option HE13 offers the most effective way of providing green infrastructure, open space and offering mitigation to the heathlands. It is particularly strong on protecting habitats and making sustainable use of resources and meeting accessibility requirements. By retaining a separate system of heathland mitigation contributions. The provision of green space and the meeting of common objectives would take longer to reach.								

Table K.6

Issue: How far should landscape quality and character be protected in the rural areas?

Sustainability Objectives	Option HE15	Option HE16	Option HE17	Business as usual								
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)												
1. Protect, enhance and expand habitats and protected species	Direct Effects (Short, medium, long term) Traffic Light Assessment											
	+	+	++	=	=	=	+	+	x	=	=	=
	In the short term, there will be a positive impact on the biodiversity of the landscape.		This option will have no impact on the objective.		In the short term, there will be a positive impact on the biodiversity of the landscape.			This option will have no impact on the objective.				

Sustainability Objectives	Option HE15	Option HE16	Option HE17	Business as usual								
	Over time, as sites become established and the species breed, the impact will be sustained and habitats protected and expanded.		Over time this will be sustained, although the option is not localised to our environment, and opportunities for greater biodiversity may be missed.									
8. Help make suitable housing available and affordable for everybody	Direct Effects (Short, medium, long term) Traffic Light Assessment											
	X	X	X	=	=	=	X	X	X	-	-	-
	<p>In the short term, the impact of this option on this objective is uncertain as it is difficult to quantify how the implementation of this option may affect housing delivery.</p> <p>In the medium and long term, the impacts are uncertain, as there is no evidence to quantify how the implementation of this option may affect housing delivery over a longer period of time.</p>	<p>This option will not have a direct impact on the delivery of affordable housing. However, it will help to guide the location, scale and materials suitable for developments that may be allowed in sensitive rural areas.</p>	<p>In the short term, medium and long term, the impact of this option on this objective is uncertain, as it is difficult to quantify how the implementation of this option may affect housing delivery.</p>	<p>In the short, medium and long term the option may have a negative impact on the objective, by restricting development opportunities in such areas.</p> <p>The negative impact may be mitigated by building at higher densities elsewhere.</p>								

Sustainability Objectives	Option HE15	Option HE16	Option HE17			Business as usual						
10. Protect and enhance historic buildings, archaeological sites and other culturally important features	Direct Effects (Short, medium, long term) Traffic Light Assessment											
	+	+	++	++	++	++	+	+	+	+	x	x
	The impact on this option will be positive, as the areas of landscape of historical significance will be supported and protected by this policy. In the longer term, those areas of greatest significance will be acknowledged and have greater protection.	This policy will strongly support the objective in the short and longer term, by encouraging the design of sensitive development in areas of high heritage value	The use of general policies will support the objective. In the longer term, policies which are locally specific to the landscape and locality would more accurately reflect local character and traditions.			This policy will have a positive impact on the objective in the short term, but will have an uncertain impact on the objective in the medium and longer term.						
11. Maintain and enhance local distinctiveness and create place and spaces and buildings that work well, wear well and look well.	Direct Effects (Short, medium, long term) Traffic Light Assessment											
	++	++	++	+	++	++	+	+	+	+	x	x
	The option will have a significant beneficial impact on the objective by strengthening policy protecting areas which are recognised for their distinctive character, and ensuring they are protected against harmful development.	The option will have a beneficial impact on the objective by guiding the design of new development schemes in sensitive locations to ensure that schemes respect the special characteristics of the surrounding area and are sympathetic in form, density and design to the existing rural and built environment.	This option would have a positive impact on this objective, by supporting good standards of general design in the rural areas.			In the short term, this option would have a positive impact on the objective. However, in the longer term, the special distinctiveness of the rural areas would not have been recognised in local policy, so the impact of development on their character will be threatened.						

Sustainability Objectives	Option HE15	Option HE16	Option HE17	Business as usual
Conclusions	Options HE15 and HE16 perform best when assessed against the relevant Sustainability Appraisal objectives. The proposed policy review of areas of high landscape value and the potential of new designations in East Dorset performs well against objective 1, 10 and 11. This will help to protect sensitive landscape and recognises areas of local significance in the landscape. Option HE16 in particular supports locally distinctive design and materials, and this performs well against objectives 10 and 11.			

Table K.7

Appendix L Meeting Local Needs

Should we have a policy which specifies which mix of dwelling sizes and types should be built?

Sustainability Objectives	Business as Usual	Option LN1	Option LN2	Option LN3	Option LN4										
Performance / Significance Assessment (++) Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)															
8) Help make suitable housing available and affordable for everybody	Direct Effects (Short, medium, long term) Traffic Light Assessment														
	-	-	-	++	++	++	+	+	+	++	++	++	+	+	+
	<p>Without a Core Strategy policy in place the size and type of housing would be determined by the market. This approach would enable the housing market to continue to have a greater influence on the mix of housing to be provided but may deliver housing that does not best meet our local needs and demands.</p> <p>Evidence shows that there is a mismatch between the existing housing stock in the area and housing requirements. This situation is likely to continue if there is no</p>	<p>The Strategic Housing Market Assessment identifies a mismatch between the existing housing stock and housing requirements and highlights the unmet needs of families with children. The Housing Needs and Demands Surveys have identified that most significant shortfall for market housing is for 2 bed properties but this has to be balanced with evidence elsewhere on a need for family housing.</p>	<p>The Strategic Housing Market Assessment identifies a mismatch between the existing housing stock and housing requirements and highlights the unmet needs of families with children. The Housing Needs and Demands Surveys have identified that most significant shortfall for market housing is for 2 bed properties but this has to be balanced with evidence elsewhere on a need for family housing.</p>	<p>The Strategic Housing Market Assessment identifies a mismatch between the existing housing stock and housing requirements and highlights the unmet needs of families with children. The Housing Needs and Demands Surveys have identified that most significant shortfall for market housing is for 2 bed properties but this has to be balanced with evidence elsewhere on a need for family housing.</p> <p>This option contains more detailed wording on the evidence from the</p>	<p>The Strategic Housing Market Assessment identifies a mismatch between the existing housing stock and housing requirements and highlights the unmet needs of families with children. The Housing Needs and Demands Surveys have identified that most significant shortfall for market housing is for 2 bed properties but this has to be balanced with evidence elsewhere on a need for family housing.</p> <p>This option contains more detailed wording on the evidence from the</p>										

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual	Option LN1	Option LN2	Option LN3	Option LN4									
	policy to influence the size and type of housing.			Strategic Housing Market Assessment to be considered when planning for an appropriate mix of housing. It is not considered that this would result in a more positive impact on housing objectives than the other options as they have the same policy objectives, it is just this objective is more explicit in reference to the Strategic Housing Market Assessment.	Strategic Housing Market Assessment to be considered when planning for an appropriate mix of housing. It is not considered that this would result in a more positive impact on housing objectives than the other options as they have the same policy objectives, it is just this objective is more explicit in reference to the Strategic Housing Market Assessment.									
Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)														
	-	-	-	++	++	++	++	++	++	++	++	++	++	++
	Continuing without a policy would have a negative impact on the wider Housing Market Area as the housing delivered may not meet local requirements and therefore there will be pressure on neighbouring authorities for certain sizes or	In combination with other policies in the Core Strategy on location of housing, employment and community facilities the provision of an appropriate mix of housing in sustainable locations to reflect current and projected	In combination with other policies in the Core Strategy on location of housing, employment and community facilities the provision of an appropriate mix of housing in sustainable locations to reflect current and projected	In combination with other policies in the Core Strategy on location of housing, employment and community facilities the provision of an appropriate mix of housing in sustainable locations to reflect current and projected	In combination with other policies in the Core Strategy on location of housing, employment and community facilities the provision of an appropriate mix of housing in sustainable locations to reflect current and projected									

Sustainability Objectives	Business as Usual	Option LN1	Option LN2	Option LN3	Option LN4										
	tenures of housing that are not adequately provided for within Christchurch and East Dorset	housing needs can have a positive impact on reducing emissions and mitigating against climate change by reducing distances travelled by car.	housing needs can have a positive impact on reducing emissions and mitigating against climate change by reducing distances travelled by car.	housing needs can have a positive impact on reducing emissions and mitigating against climate change by reducing distances travelled by car.	housing needs can have a positive impact on reducing emissions and mitigating against climate change by reducing distances travelled by car.										
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term) Traffic Light Assessment														
	-	-	-	+	++	++	+	++	++	+	++	++	+	++	++
	Continuing without a policy could result in the delivery of housing which does not meet local requirements. This could have a negative impact on ensuring a sufficient supply of housing to meet local employment needs if the local economically active population have to move away to areas with more suitable housing. This could reduce the availability of a mixed local workforce able to live close to their place of work and lead to recruitment problems.	Delivering an appropriate mix of housing will provide housing for a diverse labour force and enable local people to remain living in the area rather than moving away for more suitable housing. This will have a positive impact on ensuring a sufficient supply of housing to meet local employment needs. The positive effects should increase over the medium and long term if new housing built more effectively meets the current and future needs and demand.	Delivering an appropriate mix of housing will provide housing for a diverse labour force and enable local people to remain living in the area rather than moving away for more suitable housing. This will have a positive impact on ensuring a sufficient supply of housing to meet local employment needs. The positive effects should increase over the medium and long term if new housing built more effectively meets the current and future needs and demand.	Delivering an appropriate mix of housing will provide housing for a diverse labour force and enable local people to remain living in the area rather than moving away for more suitable housing. This will have a positive impact on ensuring a sufficient supply of housing to meet local employment needs. The positive effects should increase over the medium and long term if new housing built more effectively meets the current and future needs and demand.	Delivering an appropriate mix of housing will provide housing for a diverse labour force and enable local people to remain living in the area rather than moving away for more suitable housing. This will have a positive impact on ensuring a sufficient supply of housing to meet local employment needs. The positive effects should increase over the medium and long term if new housing built more effectively meets the current and future needs and demand.										

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual	Option LN1	Option LN2	Option LN3	Option LN4										
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)														
	-	-	-	=	=	=	=	=	=	=	=	=	=	=	=
	<p>This option could result in the delivery of housing which does not meet local requirements. This would have a negative effect on the wider Housing Market area as this would place pressure on neighbouring authorities to provide housing of sizes or tenures which are not provided for within Christchurch and East Dorset. This increased competition for certain types of housing could negatively impact on the economies of neighbouring authorities if their local workforces have difficulty in accessing particular sectors of the housing market.</p>														
Conclusions	<p>The Business as usual option would enable the housing market to continue to have greater influence on the mix of housing to be provided. However it may deliver housing that does not meet our local needs. Evidence indicates that this has been the case.</p>														

Sustainability Objectives	Business as Usual	Option LN1	Option LN2	Option LN3	Option LN4
	<p>The other Options all have the objective of ensuring that housing development contributes towards attaining a sustainable and balanced housing market. They all aim to ensure that the sizes and types of housing provided address the requirements and circumstances of different types of households.</p> <p>A mix of housing size and types based on the Strategic Housing Market Assessment would be most likely to meet need where the Strategic Housing Market Assessment is up to date.</p>				

Table L.1

Issue: If we are to have policies seeking to control the size of housing, what issues are important?

Sustainability Objectives	Business as Usual	Option LN5
<p>Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)</p>		
<p>7) Create conditions to improve health, promoting healthy lifestyles, especially routine daily exercise and reducing health inequalities</p>	<p>Direct Effects (Short, medium, long term) Traffic Light Assessment</p>	
	--	--
	--	--
	++	++
	++	++
	++	++
	<p>Research has shown that space standards for new housing in the UK are below the European average and near the bottom of the range. The study also revealed that the difference in size between homes built in the public and private sector is greater in the UK than elsewhere in Europe (Housing Space Standards, HATC for the GLA 2006.)</p> <p>To continue to produce cramped homes will have a negative impact on health. Research (“Crowded House”,</p>	<p>If housing is built to living space standards his will have a positive impact on the health of the occupants. If there is a decent size of external space this enables children to play in their own gardens and adult occupants to relax in an area of open space. The positive effects on the health of households will increase over time as more housing is built which meets these standards. There will be positive impacts on the health of households in the private sector as well as the public sector, rather than continuing with the present disparity between sizes of housing in the private and social sectors.</p> <p>The assessment is the same as for Option A – business as usual.</p>

Sustainability Objectives	Business as Usual	Option LN5				
	<p>Shelter 2004) gives evidence on the serious long-term effects of overcrowding on families – an increased risk of infection for children, and a lack of space and privacy that can affect how they perform at school. For parents it is a cause of anxiety and stress.</p>					
<p>8) Help make suitable housing available and affordable for everybody</p>	<p>Direct Effects (Short, medium, long term) Traffic Light Assessment</p>					
	-	-	-	+	+	++
	<p>To continue to produce over-cramped homes will result in homes that cannot meet the changing needs of individuals and families. This will have a negative impact on the objective of meeting identified housing needs. Special accommodation needs will not be met as the living space will be unable to be flexible or adaptable enough to meet the needs of elderly or disabled people. Adequate standards of residential accommodation may not be delivered.</p>	<p>Building housing to living space standards will have a positive impact on meeting identified housing needs. Accommodation with decent sized rooms would meet a wider range of housing needs and be able to adapt to changing lifestyles and patterns of occupancy. Rooms will be large enough to take on varying uses. Special accommodation needs are more likely to be met as there will be sufficient space for circulation and for adaptations for equipment or aids required for elderly or disabled people. A decent size of external space within new housing will meet the needs of a wider community including families with children.</p>				
	<p>Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment</p>					
			+	+	+	
			<p>The provision of homes with sufficient space to accommodate flexible living and working arrangements would provide opportunities to work from home. This would provide positive secondary benefits to residents in meeting their employment needs and enabling flexible working arrangements for those with caring responsibilities.</p>			

Sustainability Objectives	Business as Usual	Option LN5
		<p>Increased costs to developers of meeting higher standards could have an impact on wider infrastructure planning. The additional costs will compete with other developer costs such as contributions to affordable housing, transport, open space or community facilities. Decisions about relative priorities of contributions have yet to be made by the Councils.</p>
<p>Conclusions</p>	<p>The business as usual option could mean that it would be more difficult to achieve a quality living environment designed for the long term and matters of inadequate dwelling sizes and lack of amenity space in the future housing stock would not be addressed. The Preferred Option has positive impacts on health and housing objectives and would result in a better standard of housing across the area.</p> <p>Risks and Mitigation Measures</p> <p>The higher standards required by a future Living Space Supplementary Planning Document could impose additional costs on developers. This needs to be considered in the context of other contributions required from developers such as affordable housing, transport, heathland and open space. This could have negative impacts on viability and result in delay of delivery of new housing or a rise in its price. This in turn could impact on the availability and affordability of new housing. This raises similar issues to those considered in the Viability Study of Affordable Housing Provision and Developer Contributions. A future Living Space Standards Supplementary Planning Document will need to address this issue and develop mechanisms to take into account possible site specific viability concerns.</p>	

Table L.2

What factors should be taken into account when setting targets for the density of housing development?

Sustainability objectives	Business as Usual	Option LN6	Option LN7						
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)									
2) Make sustainable use of resources	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	--	--	--	++	++	++	++	++	++
	<p>This option may have a negative impact on the use of land efficiently if opportunities are not taken to maximise the densities of development in appropriate locations. If there is pressure for greenfield development as a result of not maximising sites within urban areas, it could have a negative impact on the proportion of development taking place on brownfield sites.</p>	<p>This option will have a positive impact on the sustainable use of resources as it will ensure that development and will use land efficiently to provide the highest number of new homes within the context of the local character. The positive effects of seeking to maximise use of previously developed land for housing are that it would promote efficient and beneficial use of redundant sites and reduce pressure for development of green field sites and the countryside. Redevelopment is efficient land use.</p>	<p>The objectives to maximise density in appropriate areas apply to Options LN6 and LN7. The same areas are identified as being appropriate for higher densities in both options. The difference is that suggested ranges of densities are set out for each type of residential area and suburban areas and villages are referred to in Option LN7. Both policies refer to minimum densities of 30 dph – Option B in the text and Option C by inference in its tables which indicate 30 dph as the lower end of the range for villages and suburban areas. It is not considered that the differences between the wording of Options LN6 and LN7 justify a separate Sustainability Appraisal assessment, so please refer to Option LN6 for analysis of the impacts of Option LN6 and Option LN7.</p> <p>Density has important links with climate change. If density is too high, this can exacerbate the urban heat island effect and increase the likelihood of urban flooding. Policy options elsewhere in the Core Strategy on flood mitigation measures advise that all developments within areas at risk of flooding will be</p>						

Sustainability objectives	Business as Usual	Option LN6	Option LN7						
			required to incorporate appropriate flood resistance and resilience measures and refer to the need for Sustainable Urban Drainage systems.						
3) Minimise pollution (including air, water, soil, noise, vibration and light) 4) Minimise factors contributing to climate change:	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	=	=	=	+	+	+	+	+	+
	An option which does not guide where it is appropriate to have higher densities of housing would have a negative impact on minimising pollution and factors contributing to climate change. If opportunities to maximise densities in accessible locations are not taken up, this would not reduce the need to travel and encourage greater use of public transport.	This option should help reduce the need to travel and encourage the greater use of public transport. This should have a long term significant positive effect for helping to improve air quality and reduce greenhouse gas emissions. However intensifying development close to transport corridors could increase the number of people living in areas of poor air quality. Density has important links with climate change. If density is too high, this can exacerbate the urban heat island effect and increase the likelihood of urban flooding. Policy options elsewhere in the Core Strategy on flood mitigation measures advise that all developments within areas at risk of flooding will be required to incorporate appropriate flood resistance and resilience measures and refer to the need for Sustainable Urban Drainage systems.							

Sustainability objectives	Business as Usual	Option LN6	Option LN7						
5) Provide access to meet people's need	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	--	--	--	++	++	++	++	++	++
	<p>This option may result in lost opportunities for higher density development in areas where there is the best access to public transport and essential community facilities and services. However recent residential developments in town centre locations have tended to be of higher density without a policy already being in place, so the impact is assessed as uncertain</p>	<p>Higher densities in town centres and along the prime transport corridors and close proximity to employment areas and essential community facilities and services has significant positive impacts on several aspects of the objective. It promotes mixed use development in town centre areas and areas close to other facilities which maximises opportunities for people to easily access facilities. It provides a development pattern that reduces the need to travel by car, lorry or air as development is located close to public transport corridors. Easy accessibility of residents to community / employment facilities will encourage more walking.</p> <p>Locating developments close to town centres and public transport routes reduces the need to travel, encourages alternatives to the car and makes the best use of the existing transport infrastructure.</p> <p>Developments are close to town centres and public transport so accessibility to services, recreational opportunities and employment would be increased.</p>	<p>As adjoining column.</p>						

Sustainability objectives	Business as Usual			Option LN6			Option LN7		
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment								
	=	=	=	+	+	+	+	+	+
				<p>The vitality of town or district centres would be increased if developments close by result in increased usage. Also local businesses would benefit, encouraging the local economy.</p> <p>An increase in population density in town or district centre areas will help to maintain vitality into the evening</p>			As adjoining column.		
7) Improve health	Direct Effects (Short, medium, long term) Traffic Light Assessment								
x	x	x	=	=	=	=	=	=	=
<p>This option would have an uncertain effect as densities would be determined on a site basis, which could result in cramped development. Which could have health implications.</p>			<p>There is a risk of higher density development conflicting with the objective to ensure adequate standards of residential accommodation, if it results in smaller room sizes and garden areas. Accommodation with decent sized rooms and provision of sufficient external living space would meet a wider range of housing needs and be able to adapt to changing lifestyles and patterns of occupancy. This is an issue which is addressed elsewhere in the Core Strategy. There is a preferred option for new housing to be built to Living Space Standards defined in a future Supplementary Planning Document.</p>			As adjoining column			

Sustainability objectives	Business as Usual	Option LN6	Option LN7						
		Higher density housing close to transport corridors could increase the number of people living in areas of poor air quality.							
8) Help make suitable housing available and affordable for everybody	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	=	=	=	+	+	+	+	+	+
	This option would have an uncertain effect on this objective. Opportunities may be lost for higher density housing to be achieved on appropriate sites, but the needs for family housing are more likely to be met if there is less emphasis on achieving higher densities.	<p>Developing at high densities in appropriate areas will enable more dwellings to be constructed and increase housing numbers. Higher densities tend to provide smaller units of accommodation. This will have a significant positive effect on meeting the needs of smaller households. The greater the number of units on a site, the more affordable housing will be provided.</p> <p>Higher densities in areas where there is a high level of need for affordable housing or on land already owned by housing associations will assist in meeting objectives of making suitable housing available and affordable in areas where there are a higher number of people in housing need.</p> <p>However, in providing suitable housing for everybody it is important that the needs for family housing are met as well as the need for smaller units. The policy allows for lower densities in suburban areas and villages which will facilitate the</p>	As adjoining column.						

Sustainability objectives	Business as Usual	Option LN6	Option LN7						
		development of larger family units where appropriate and help to achieve a good mix of housing throughout the area.							
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	=	=	=	+	+	+	+	+	+
	This option would not have an impact on this objective.			The option wording recognises the importance of local character and is flexible to allow for situations where a lower density of development is more appropriate. Any potential negative impacts of higher density development on an area's recognised design quality can be mitigated by design policy in the Core Strategy to maintain character and local distinctiveness.					
Conclusions	Both suggested options are more sustainable than the option to have no policy. In particular the significant positive impacts on sustainable use of resources, accessibility and housing objectives outweigh any potential negative impacts identified in the Sustainability Appraisal for which mitigation measures have been identified. Accessibility to all types of services will be improved. Options LN6 and LN7 both have flexible density requirements to allow for some development at lower densities where it is appropriate.								

Table L.3

Issue: What criteria should be used to assess proposals for gypsy and traveller and travelling showpeople sites?

Sustainability objectives	Situation Without Core Strategy in place.	Option LN8					
Performance / Significance Assessment (++) Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)							
1) Protect, enhance and expand habitats and protected species taking account of climate change, avoiding damage to designated wildlife and geological sites and protected species which depend on them	Direct Effects (Short, medium, long term) Traffic Light Assessment						
	=	=	=	++	++	++	
	<p>Although the current Local Plan gypsy policies do not make any reference to the need to protect habitats and protected species there is sufficient protection from other policies within the Local Plans which protect designated sites and habitats. Internationally important nature conservation sites are already protected by European and National legislation or conventions which prohibits them being adversely affected.</p> <p>The East Dorset Local Plan gypsy policy refers to the need for sites not to adjoin sites of ecological or landscape importance. Of particular relevance to this issue are the potential impact of gypsy sites on the Dorset Heaths, of which large parts exist across Christchurch and East Dorset. The SE Dorset Interim Heathland Planning Framework was adopted in 2007. Advice from Natural England is that no conventional residential development – and this includes gypsy and traveller pitches - should normally be allowed within 400 metres of the Dorset heaths and those beyond 400 metres but within 5 km should provide adequate mitigation for their impacts.</p> <p>There have been appeals for gypsy pitches within 400m of the heathland. Inspectors have supported Natural England’s objections to pitches in these areas, although a temporary permission has been granted in Christchurch for one plot within 400m due to personal medical circumstances.</p>			<p>The proposed policy has a reference that sites should not result in a detrimental impact on the natural environment.</p>			

Sustainability objectives	Situation Without Core Strategy in place.			Option LN8		
	<p>It is therefore considered that the existing Local Plan policies would not themselves result in an adverse effect on protected sites or species as these have their own protection policies and legislation elsewhere. The protection of the areas within 400m of the Dorset heathlands will depend on Inspector's support at appeals for gypsy plots in these areas. At this stage it is presumed that the areas within 400m of the heathlands will be avoided in the search for gypsy and traveller sites in the Joint Gypsy and Traveller Sites Development Plan Document.</p>					
<p>2) Make sustainable use of resources</p>	<p>Direct Effects (Short, medium, long term) Traffic Light Assessment</p>					
	x	x	x	x	x	x
	<p>The Local Plan policies do not refer to Green Belt. National policy allows for the exceptional limited alteration to the Green Belt to meet a specific identified need for a gypsy and traveller site. In this situation a site within the Green Belt could be specifically allocated in the Joint Gypsy and Traveller Site Development Plan Document for a gypsy and traveller site only. Additionally, there are large parts of East Dorset that are not within the Green Belt.</p> <p>The principle of locating sites close to existing facilities has been established by national policy (Circular 01/06) and is also a criterion of existing Local Plan policies. In view of the potential difficulties of finding sufficient pitches within the urban areas, it is not possible to rule out the option of a site being located on a greenfield site. However, only if it is not possible to find sites within the urban area should the option of greenfield sites be explored.</p>			<p>In view of the potential difficulties of finding sufficient sites within the urban areas, it is not possible to rule out the option of a site being located on a greenfield site until a comprehensive site assessment has been undertaken as part of the Joint Gypsy and Traveller Development Plan Document to ascertain whether it is possible to find sufficient sites within the urban area, before exploring the option of exception sites.</p> <p>Therefore at this stage it is not possible to assess whether there would be any adverse effects on objectives to use land efficiently. Gypsy and traveller sites by their nature tend to take up more land than housing but this should not be considered to be an inefficient use of land if it is meeting an identified need for accommodation that is not provided elsewhere within the Districts.</p>		

Core Strategy Options Interim Sustainability Statement

Sustainability objectives	Situation Without Core Strategy in place.	Option LN8					
	Therefore at this stage it is not possible to assess whether there would be any adverse effects on objectives to use land efficiently.						
3) Minimise pollution (including air, water, soil, noise, vibration and light) 4) Minimise factors contributing to climate change	Direct Effects (Short, medium, long term) Traffic Light Assessment						
		-	-	-	x	x	x
This option could result in sites being located in isolated positions which would require use of motor vehicles to access facilities and services.		The option refers to a preference for sites to be in reasonable distance of local services and facilities but has flexibility to meet the needs of those gypsies and travellers who may prefer to live in more rural locations. Therefore there may be a positive impact on objectives to reduce the need to travel. The option also refers to the need to deliver transit as well as residential pitches and also travelling showpeople's sites. This recognises the need to provide for the different types of site for gypsies and travellers. Evidence in the Dorset Gypsy and Traveller Accommodation Assessment on travelling patterns of gypsies and travellers suggests that the provision of transit sites in the Christchurch/East Dorset area will have a positive impact on reducing the need for gypsies and travellers to travel around Christchurch and East Dorset looking for sites to stay on their way through the area to the western parts of Dorset and beyond.					
5) Provide access to meet people's need	Direct Effects (Short, medium, long term) Traffic Light Assessment						
		x	X	x	+	+	+
Existing Local Plan policies refer to the need for gypsy sites to be within reasonable distance to local services and facilities. However it is too early to presume whether it is possible to find sufficient gypsy and traveller sites in sustainable locations within the urban area. It may be necessary to make use of the option to identify Green Belt exception sites for gypsy and		This Option refers to a preference for sites to be in reasonable distance of local services and facilities but has flexibility to meet the needs of those gypsies and travellers who may prefer to live in more rural locations. Therefore there may be a positive impact on objectives to reduce the need to travel if the majority of sites are within sustainable locations.					

Sustainability objectives	Situation Without Core Strategy in place.	Option LN8						
	<p>traveller sites, if not enough sites can be found within the urban area. If an assumption is made that the majority of sites will be found within the urban area, there would be a positive impact on objectives to provide access to meet people’s need. However the policies do not make reference to the need to provide transit sites which would provide extra benefits to objectives to reduce the need for unnecessary car journeys, so the assessment score remains as an uncertain impact.</p>	<p>The option also refers to the need to deliver transit as well as residential pitches. This recognises the need to provide for the different types of site for gypsies and travellers and for different travelling groups. The Dorset Gypsy and Traveller Accommodation Assessment identified significant seasonal variations in travelling patterns and addressed need for accommodation for all travelling groups. Evidence in the Dorset Gypsy and Traveller Accommodation Assessment on travelling patterns of gypsies and travellers suggests that the provision of transit sites in the Christchurch/East Dorset area will have a positive impact on reducing the need for gypsies and travellers to travel around Christchurch and East Dorset looking for sites to stay.</p>						
<p>7) Create conditions to improve health, promoting healthy lifestyles, routine daily exercise and reducing health inequalities</p>	<p>Direct Effects (Short, medium, long term) Traffic Light Assessment</p>							
	-			++			++	++
	<p>The existing Local Plan policies identify the number of pitches required to be provided by each authority. There is no reference to evidence of the accommodation needs of gypsies and travellers in the Gypsy and Traveller Accommodation Assessment. If there is no target for numbers of pitches there is a risk that insufficient sites will be provided. This will mean that the accommodation needs of gypsies and travellers are not met, leading to homelessness or a continuation of cramped conditions which impacts negatively on health. Insufficient provision could lead to an increase of illegal sites – both transit and residential – and these may be in inappropriate locations which could have an adverse impact on the health of the occupants. Gypsies and travellers are believed to experience the worst health and education status of any disadvantaged group in England. Research has consistently confirmed the</p>	<p>If sufficient sites are provided this will reduce overcrowding of existing sites or homelessness. If sites are near healthcare facilities and provide adequate facilities for play this will have a beneficial impact on the health and wellbeing of gypsies & travellers. The provision of sufficient sites will reduce illegal sites and minimise potential health issues suffered by gypsies and travellers who are staying in inappropriate illegal sites.</p>						

<p>Sustainability objectives</p>	<p>Situation Without Core Strategy in place.</p>			<p>Option LN8</p>		
	<p>link between the lack of good quality sites for gypsies and travellers and poor health and education (Circular 01/06). A lack of sufficient suitable sites would exacerbate the current health inequalities of gypsies and travellers.</p>					
<p>8) Help make suitable housing available and affordable for everybody</p>	<p>Direct Effects (Short, medium, long term) Traffic Light Assessment</p>					
	-	-	-	++	++	++
	<p>The existing Local Plan policies do identify the number of pitches to be provided by each authority. The lack of a reference to pitch numbers could result in insufficient pitch provision to meet the needs of gypsies and travellers. The existing policies do not refer to the need to provide transit and well as residential pitches or for travelling showpeople. This does not recognise that there is a need to provide for different types of site for gypsies and travellers and for different travelling groups.</p>			<p>Option B identifies a number of pitches to be provided by each authority. Including a target for pitch provision is more likely to result in the accommodation needs of gypsies and travellers being met. This option refers to the need to deliver transit as well as residential pitches and also meet the needs of travelling showpeople. This recognises the need to provide for the different types of site for different travelling groups. Some criteria are specific to the needs of travelling showpeople. This therefore provides for special accommodation needs. The criteria of this option are aimed at providing adequate standards of accommodation for gypsies and travellers. In view of the lack of current gypsy and traveller site provision at present, this option would have a significantly positive impact on objectives to meet identified accommodation needs, provide for special accommodation needs and ensure adequate standards of pitch accommodation for gypsies and travellers. The policy does not specify tenure of provision for sites, as this would be an issue for the delivery plan of the Joint Site Allocations Development Plan Document, but the intention is to provide for all tenures of pitches – private, Council and Housing Association.</p>		

Sustainability objectives	Situation Without Core Strategy in place.	Option LN8					
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment						
	-	-	-	+	+	+	
	If insufficient sites are provided this could result in increased costs to local authorities from evicting gypsies and travellers from unauthorised sites and from clearing up afterwards.			If sufficient sites are provided there will be financial advantages to Local Authorities as the costs of evicting gypsies and travellers from unauthorised sites and of clearing up afterwards from unauthorised sites will be significantly reduced. However this has to be balanced with possible costs of delivering sites if some sites are Council provided.			
Conclusions	In conclusion the Preferred has the most positive impact on sustainability objectives, in particular health and meeting accommodation needs. It identifies the number of pitches to be provided by each authority and the need to provide for residential and transit sites for different types of gypsies and travellers and travelling showpeople.						

Table L.4

Issue: What overall target of affordable housing delivery should the Core Strategy adopt?

Sustainability Objectives	Business as Usual	Option LN9	Option LN10
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)			
8) Help make suitable housing available and affordable for everybody	Direct Effects (Short, medium, long term) Traffic Light Assessment		
	+	+	+
	++	++	++
<p>Continuation of the existing target of 26 affordable housing units a year will not make a significant contribution to meeting affordable housing need,</p> <p>Evidence shows a high level of housing need and poor past performance of affordable housing delivery. Policy and the evidence base identify a need to increase the delivery of affordable housing.</p> <p>Information on past rates of affordable housing completions as a percentage of overall housing delivery show that:-</p> <p>Christchurch's rates fluctuate significantly but average out at 17% of new development over the last 11 years. East Dorset's</p>	<p>An overall target for at least 35% of new housing delivered to be affordable would provide significantly more affordable housing than the business as usual option, but less than Option LN10.</p> <p>High housing need and poor past performance of affordable housing delivery justify targets to increase delivery.</p> <p>The achievement of this target is dependent in a large part on the implementation of a revised affordable housing policy.</p> <p>Successful implementation of this issue depends on a sufficient housing supply coming forward. Taking into account evidence in the SHLAA on sites</p>	<p>An overall target of 40% would provide more affordable housing than Options LN9 and LN10.</p> <p>As with Options LN9 and LN10, the achievement of this target is dependent in the large part on the implementation of a revised affordable housing policy which will secure more affordable housing as part of residential developments.</p> <p>The impact on this option on the objective of meeting identified housing need is significantly beneficial as it results in the most affordable housing being delivered of all the options. However this would mean an even larger increase in affordable housing than that achieved in the past. There are concerns that it would not be possible to meet this higher target, taking into account evidence from the viability study and SHLAA.</p>	

Sustainability Objectives	Business as Usual	Option LN9	Option LN10
	<p>rates also fluctuate but less widely and average out at 8% over the past 11 years</p> <p>The current policy framework will deliver significantly less affordable housing than the options proposed for the Core Strategy and will not meet local housing need.</p> <p>This option is more achievable than Option LN9 but would be less effective in meeting housing need.</p>	<p>likely to come forward within the urban area (a high proportion of small sites are envisaged), it would seem appropriate to aim for the most stretching but realistic overall target for affordable housing, allowing for possible risks of under-delivery.</p> <p>In conclusion the impact of this option would be significantly beneficial to the objective of meeting identified housing needs as it would provide significantly more affordable housing than Option A.</p> <p>There are however risks of the target not being met if the Core Strategy affordable housing policy does not result in the delivery of significantly more affordable housing. The economic situation will have an impact as the delivery of affordable housing is closely linked to the performance of the private housebuilding industry. (and also the issues of development viability).</p>	
		<p>Mitigation Options</p>	

Sustainability Objectives	Business as Usual	Option LN9	Option LN10		
		<p>As Options LN9 and LN10 require a significant leap in rates of annual affordable housing delivery compared with rates over the past 11 years, there are risks of the targets not being met.</p> <p>Measures to lessen the impact of the economic situation on the private housebuilding industry during times of recession include working with other agencies to take advantage of any increased level of grant funding available or opportunities for new models of delivery, putting forward Council land or assets for housing redevelopment. Other methods of affordable housing delivery than new-build can contribute towards meeting the target – e.g. change of tenure of open market housing. Completions of affordable housing are already required to be monitored in the AMR (NI 155). Annual monitoring of affordable housing delivery will enable the assessment of whether the target is being met or not. If the target is consistently being under or over met, this would trigger a policy review.</p>			
Secondary Effects (If relevant) (Short, medium, long term)					
-			+		
	<p>Continuation of the current policy results in less affordable housing delivered than the other options. Meeting less affordable housing need could result in an adverse effect on the health of those in overcrowded or unsuitable households.</p> <p>Another negative secondary effect would be on social inclusion as continuing with a threshold of 15 results in affordable housing being less</p>	<p>Secondary benefits to a higher level of delivery of affordable housing under Options LN9 and LN10 could be the improvement of the health of local residents as there would be less people in overcrowded or unsuitable housing.</p> <p>Another positive secondary benefit would be on social inclusion as lowering the threshold to 0 or 5 would result in better integration of market and affordable housing. It could assist in reducing divisions being created by two types of housing.</p>			

Sustainability Objectives	Business as Usual	Option LN9	Option LN10	
	well integrated with market housing as it could be with a lower threshold of 0 or 5.			
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)			
	-	-	++	++
	Continuing with the same policy would have a negative impact on the wider Housing Market Area as less affordable housing delivered places more pressure on neighbouring authorities. If the policy approach in Christchurch and East Dorset differs from neighbouring authorities our districts would have an unfair advantage over our neighbours in attracting housing schemes from developers wishing to avoid more stringent policies elsewhere.	<p>There would be a positive cumulative effect with meeting a higher target of delivery of affordable housing on other authorities' in the Housing Market Area. If Christchurch and East Dorset deliver a higher number of affordable homes, this reduces pressure on neighbouring authorities. If policy approaches towards affordable housing are similar in neighbouring authorities, one district will not be unfairly advantaged in attracting higher numbers of housing schemes to avoid more stringent policies across the border.</p> <p>In combination with other policies in the Core Strategy on location of housing, employment and community facilities the provision of more affordable housing in sustainable locations can have a positive impact on reducing emissions and mitigating against climate change by reducing distances travelled by car.</p>		
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)			
	-	-	+	++
	A continuation of the current rate of affordable housing delivery would result in less affordable housing coming forward than the other options. This could have a negative impact on ensuring a	Delivering a higher target of affordable housing will enable more local people to remain in the area who can contribute towards the local labour force. This is more likely to ensure that local labour requirements are met, making the area more economically attractive because of the diverse labour force. Meeting the needs for key worker housing will have a positive impact on recruitment for essential public services and will enable these employees to be able to live close to their place of work.		

Sustainability Objectives	Business as Usual	Option LN9	Option LN10
<p>well as providing for vital and viable town centres.</p>	<p>sufficient and suitable supply of housing to meet local employment needs. If there is a lack of affordable housing, the local economically active population will have to move to areas where the housing is cheaper, thus reducing the availability of a mixed local workforce able to live close to their place of work.</p>		
<p>Conclusions</p>	<p>Option A as the business as usual option would only enable the delivery of a limited level of affordable housing and based on past performance would not meet the high level of affordable housing need. Of the remaining options Option C would deliver the greatest level of affordable housing but it is uncertain whether this is a viable option taking into account evidence from the SHLAA and viability study. This option is dependent on a higher level of overall housing provision. The SHLAA results indicate that it is important to have sufficient flexibility to account for any overestimates in the potential of sites, or of sites not coming forward. In the event of unexpectedly poor housing delivery rates there would be a greater risk of not achieving the higher target of affordable housing delivery as set out in Option LN10 than that in Option LN9.</p> <p>Option LN9 would result in a significantly higher level of affordable housing than the business as usual. Meeting the targets will depend on the success of the implementation of the revised affordable housing policy, which has been tested for its impact on viability of housing provision. Option LN9 is preferential in terms of the level of benefit to the objective of meeting identified housing needs and the impact on viability of housing provision. The risk of unexpectedly poor housing delivery rates has a lesser impact on this Option than on Option LN10.</p> <p>In view of the current uncertainty of the likely rates of housing development coming forward over the next few years, the impact of the proposed target will be monitored annually over the plan period in the Annual Monitoring Report.</p>		

Table L.5

Issue: Where and how much employment development should there be in Christchurch and East Dorset?

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)						
8) Help make suitable housing available and affordable for everybody /	Direct Effects (Short, medium, long term)					
	+	+	+	++	++	++
	Affordable Housing Threshold Evidence on past completions of affordable housing shows that the current policy is not delivering sufficient affordable housing to meet local identified need. Therefore although a continuation of current policy has a positive impact it will	Affordable Housing Threshold A threshold of 0 would provide significantly more affordable housing than the business as usual option. The viability study concludes that in recent years small sites have made a major contribution to site supply and a low threshold would capture a significant increase in affordable housing. SHLAA evidence indicates that a large proportion of supply expected to come through in the next 15 years will be small sites. The viability study recommends an option of introducing a zero threshold on the basis that some sites down to 1 dwelling will be equally capable of delivering affordable housing as much larger sites. However, the study found that some small sites (1 – 4 dwellings) would not be viable and a reduced or nil affordable housing contribution would be realistic. There is a positive impact of introducing a zero threshold on housing objectives as it would result in an increase in the amount of affordable housing secured. There would be no risk of developers building under the threshold to avoid a contribution.	Affordable Housing Threshold A threshold of 5 would provide significantly more affordable housing than the business as usual option but less than Options LN11, LN12, LN14 and LN15 Small sites make a major contribution to past supply and are expected to continue to do so in the future as evidenced by the Viability Study and SHLAA.	Affordable Housing Threshold Options LN14 and LN15 have a threshold of 0 with the same assessment as Options LN11 and LN12		

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	<p>deliver less affordable housing than Options LN11, LN12, LN13, LN14 and LN15 and will contribute less to meeting local affordable housing need.</p>	<p>However, as the viability study indicates, a zero threshold would lead to some uncertainty over delivery as certain types of small sites which incorporate demolition have problems with viability. Research shows that both districts have a high proportion of planning permissions involving the loss of 1 – 3 dwellings (40% for Christchurch and 58% for East Dorset). This will limit the potential for smaller sites to contribute towards affordable housing.</p> <p>Also there are practical difficulties in calculating a 40% proportion of small sites under 5.</p> <p>Viability issues can also be a concern for sites over 5 units.</p> <p>Mitigation Options</p> <p>Viability uncertainties for small sites can be overcome by either opting for a threshold of 5 (Option LN13) or by using a viability toolkit to assess the appropriate level of contributions for those small sites with viability problems.</p> <p>Policy wording could clarify that only sites with a net gain of housing would qualify for requiring an affordable housing contribution, thus sites involving a demolition and replacement of 1 dwelling would be automatically excluded.</p> <p>Practical issues of calculating affordable housing contributions on small sites under 5 units can be overcome by accepting financial contributions in lieu for all or part of the requirement.</p> <p>Viability issues do not apply just to sites under a certain size. The viability study recommends exploring options of changing the affordable housing mix and supporting a bid</p>		<p>The viability study recommends an option of introducing a threshold of 5 as an alternative option to a 0 threshold as the study found that certain types of small sites, particularly those incorporating demolition, would not be viable with a contribution to affordable housing.</p> <p>There is a positive impact on housing objectives of this option as it would result in more affordable housing coming forward than the business as usual option.</p> <p>Resources can be concentrated on securing</p>		

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
		for grant funding before needing to consider whether a lower level of affordable housing is appropriate, using the toolkit.		<p>affordable housing from those sites for which there is a low risk that viability would be compromised. There would be no practical issues in calculating proportions of affordable housing on very small sites.</p> <p>However there is a risk that some small sites that are capable of delivering affordable housing would be excluded. The viability study indicates that sites of 1 – 4 dwellings contribute broadly the same amount of dwellings as sites of 5 – 14</p>		

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
				<p> dwellings in Christchurch (and East Dorset?)</p> <p> However, research also shows that both districts have a high proportion of planning permissions involving loss of 1 – 3 dwellings (Christchurch – 40% and East Dorset 58%) so the potential for small sites to contribute towards affordable housing will be limited.</p> <p> Viability issues can also be a concern for sites over 5 units.</p> <p>Mitigation Options</p>		

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
				<p>The risk of excluding sites under 5 that could contribute cannot be mitigated other than going for a threshold of 0 as in the business as usual option, which would mean that each site with viability issues would need to be tested using the viability toolkit.</p> <p>Viability issues do not apply just to sites under a certain size. The viability study recommends exploring options of changing the affordable housing mix and supporting a bid for grant funding before needing to consider whether a lower level of affordable</p>		

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
				housing is appropriate, using the toolkit		
Direct Effects (Short, medium, long term)						
+	+	+	++	++	++	++
<p>Proportions</p> <p>Without a plan in place the proportions would remain the same as in current Local Plans which would mean 30% for Christchurch and 40% for East Dorset.</p> <p>Evidence on past completions of affordable housing shows that the current policy is not</p>	<p>Proportions</p> <p>Option LN11 includes a proportion of 40% across Christchurch and East Dorset. The viability study has tested the impact of revised proportions of affordable housing together with reduced thresholds and concluded that a target of 40% would be a reasonable percentage for both districts.</p> <p>The impact of an increased proportion of affordable housing for Christchurch and maintaining a 40% proportion in East</p>	<p>Proportions</p> <p>Option LN12 includes a proportion of 40% within the urban area and 50% within the new neighbourhoods.</p> <p>In accordance with the SHLAA the urban extension is likely to come forward in Christchurch at a rate of 94 units a year from 2013 – 2023. In East Dorset the phasing of new neighbourhoods is a more complex issue and will be informed by the master planning exercise.</p> <p>A 50% proportion of affordable housing within the new neighbourhood areas would provide more affordable housing than Option LN11.</p>	<p>Proportions</p> <p>Option LN13 has a proportion of 40% across the area with the same assessment as Option LN11.</p>	<p>Proportions</p> <p>Options LN14 and LN15 have a proportion of 40% across the area with the same assessment as Option LN11.</p>		

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	<p>delivering sufficient affordable housing to meet local identified need.</p> <p>Evidence from the Viability study supports a 40% proportion across Christchurch and East Dorset and a threshold of 0 or 5. Continuation of the current threshold would mean that the opportunity to secure proportionally more affordable housing on sites within Christchurch would be lost.</p>	<p>Dorset in combination with a reduced threshold of 0 or 5 for both districts would be significantly positive to housing objectives as it would result in more affordable housing being delivered than that generated by the current policy in both areas.</p> <p>The viability study indicates that there will be site specific circumstances where achievement of the affordable housing proportions as set out in policy may not be possible. A policy would need to take into account site specific viability concerns where these are justified.</p> <p>Mitigation Options</p> <p>For those site specific circumstances where the Council is satisfied that it is not possible to achieve a proportion of</p>	<p>The viability study does not distinguish between greenfield and brownfield sites but instead tests sub-areas within each district.</p> <p>For Christchurch, 50 % of affordable housing within the Christchurch Coastal sub area would achieve a residual value of £2.28 million per hectare with a contribution of £5,000 per unit and £1.78 million per hectare at £15,000 per unit.</p> <p>In East Dorset...</p> <p>Detailed infrastructure requirements for new neighbourhoods have not yet been identified and costed. Therefore at this point the likely level of contributions required is unknown.</p> <p>If this level of affordable housing proves to be unviable with the required level of Section 106 contributions this will lower the level of affordable housing provided and the extent to which affordable housing need is met.</p>			

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	<p>Therefore although a continuation of current policy has a positive impact it will deliver less affordable housing than Options LN11, LN12 and LN13 and will not meet local housing need. Affordable housing targets put would not be met.</p>	<p>40% affordable housing, the viability study recommends options of changing the affordable housing mix and supporting a bid for grant funding before needing to consider whether a lower level of affordable housing is appropriate. Text should be inserted to indicate that this is the approach that will be undertaken. The policy wording clarifies that the onus is on the applicant to prove that it is not possible to provide the affordable housing required. The toolkit will be used to assess the appropriate level of affordable housing contribution.</p>				

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
Direct Effects (Short, medium, long term)						
	=	=	=	++	++	++
	Situations where offsite provision or financial contribution is acceptable	Situations where offsite provision or financial contribution is acceptable			Options LN14 and LN15 include the same wording on situations where offsite provision or financial contributions is acceptable as Option LN11 so the assessment is the same.	
	Without a plan in place there is no guidance on situations where off-site provision is acceptable in current Local Plan policy. However as the current threshold is 15 it is less likely that there would be exceptional circumstances to justify off-site provision or financial contributions.	<p>Options LN11 & LN12 (threshold of 0) include the following guidance on this issue:-</p> <p>Provision should be on-site but an off-site contribution on an alternative site provided by the developer may be acceptable in the following situations:-</p> <ul style="list-style-type: none"> • Where off-site provision would better meet priority needs • To provide a better distribution of social units throughout the districts. • Sites of under 5 units where for practical reasons it is not possible to provide units on site. <p>Financial contributions may be accepted if alternative sites are not available.</p> <p>Where the Council decides that on-site provision of affordable housing is not appropriate or practicable, it will require the developer to enter into a Section 106 agreement or condition to secure off-site affordable housing provision or provide a financial contribution for provision off-site.</p> <p>Financial contributions should be of broadly equivalent value to on-site provision.</p> <p>Option LN13 (threshold of 5) differs only in the following wording</p> <p>If an alternative site is not available, a financial contribution in lieu of provision may be accepted and also in the following situation:-</p> <ul style="list-style-type: none"> • Sites where for practical reasons it is not possible to provide units on site. 				

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	<p>The presumption is that provision is on-site, but current policy in Christchurch (East Dorset?) does not make that priority clear in the wording of the policy. There is clear guidance in PPS 3 on the priority to be accorded to securing on-site provision.</p> <p>Therefore there would be equal or no impact on housing objectives to make suitable housing available and affordable for everybody under current policy which</p>	<p>Setting out the presumption that provision should be on-site in the policy wording provides clarity on the priority to be accorded to securing on-site affordable housing provision. This should have a positive impact on housing objectives to make suitable housing available and affordable for everybody.</p> <p>Setting out those situations where off-site provision on alternative sites or financial contributions may be acceptable provides clarity. The viability study indicates that there will be site specific circumstances where it may not be possible to achieve the target requirement for viability or practical reasons. The policy gives sufficient flexibility to allow for these situations. This should have a positive impact on housing objectives as it should encourage sites to continue to come forward under a new policy regime.</p> <p>The risk is that less affordable housing will be built if off-site or financial contributions are accepted in –lieu of on-site provision. However there is also a risk of stifling development coming forward if the policy is not sufficiently flexible enough to cater for situations where the affordable housing requirement may not be able to be provided on site.</p> <p>Mitigation Options</p> <p>Viability issues of level of on-site provision</p> <p>For those site specific circumstances where the Council is satisfied that it is not possible to achieve a proportion of 40% affordable housing, the viability study recommends options of changing the affordable housing mix and supporting a bid for grant funding before needing to consider whether a lower level of affordable housing is appropriate. Text should be inserted in the preceding paragraph to the policy to indicate that this is the approach that will be undertaken. The policy wording clarifies that the onus is on the applicant to prove that it is not possible to provide the affordable housing required. The toolkit will be used to assess the appropriate level of affordable housing contribution.</p>				

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	does not give guidance on situations where offsite provision or financial contributions are acceptable	<p>Practical issues of on-site provision</p> <p>The policy sets out some circumstances where off-site provision / financial contributions may be appropriate for practical reasons. There may be situations where there are practical difficulties in management terms of providing affordable housing on-site. Solutions to any management issues will need to be investigated by the developer, housing association, housing manager and planning officer at the time of application. Text to explain this approach could be inserted into the preceding paragraph to the policy.</p> <p>Risks of housing development not coming forward</p> <p>The policy needs to be robust and to set out the priority for on-site provision but have sufficient flexibility so that developers are aware that alternative solutions can be investigated. This should ensure that developers will still bring their housing sites forward under a revised affordable housing policy.</p>				
Direct Effects (Short, medium, long term)						
=	=	=	++	++	++	++
	Tenure Mix	Tenure Mix			Tenure Mix	Tenure Mix
	Current Local Plan policy does not specify a tenure mix.	Options LN11, LN12 and LN13 propose a recommended tenure split of 90% social rented and 10% intermediate in Christchurch and 85% social rented and 15% intermediate in East Dorset but also state that the precise proportions will be agreed with the Council having regard to the specific needs at the time and within the area.			Option LN14 proposes a recommended tenure split of 70% social rented and 30% intermediate across both districts.	If there is no recommended tenure mix within the policy there is a risk that developers would propose tenure splits that are more
	However current policy for both Councils? is	Having a recommended tenure split in the policy as opposed to not having one gives clarity to developers. The tenure splits are based on evidence from the Christchurch and East Dorset Survey Reports of Housing Need and Demand (2008) which suggests that that these are appropriate splits based				

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	<p>for a recommended tenure split of 70% social rented, 30% intermediate (source: Christchurch Affordable Housing & Task Group report Jan 2007).</p> <p>If the current situation continues with no recommended tenure mix in a DPD policy there is a lack of clarity and a risk that developers will propose tenure splits that are more weighted towards</p>	<p>on an assessment on ability to afford intermediate rent. An assessment of those who could afford a product at 80% of the market rent (known as “intermediate rent”) was undertaken. In Christchurch it was found that only 9% of those in housing need can afford intermediate rent and in East Dorset it was only 15%.</p> <p>The policy allows some flexibility to vary the tenure split for those situations where there is a viability issue or a specific local need for intermediate housing. For those situations where viability is an issue, the Viability study recommends an approach to overcome this which will first require consideration of the options of seeking grant or varying the tenure mix of the affordable component before considering a reduction in the amount of affordable housing sought on-site. Text in the preceding paragraph to the policy will set out this approach.</p> <p>It is considered that the proposed recommended tenure split together with flexibility to respond to local circumstances will have a significantly positive impact on housing objectives to make suitable housing available and affordable to everyone as it should provide a wide choice of housing to households and ensure an appropriate mix of tenures.</p> <p>There is a risk that even though a recommended tenure split is in the policy, developers will still come forward with proposals that are more weighted towards intermediate housing.</p> <p>The changing nature of the economy also has an impact on tenure splits within affordable housing developments as in a recession certain types of intermediate products are less likely to be attractive to potential occupiers due to restrictions on finance from banks/building societies. Government policy can also impact on affordable housing delivery – e.g. levels of grant available can fluctuate depending on the economic situation.</p> <p>Mitigation options</p>			<p>Having a recommended tenure split in the policy as opposed to not having one gives clarity to developers. The 70/30 split is considered the most appropriate split taking into account current policy performance, evidence and results of consultation. The viability study used a 70/30 split for their modelling on the basis that this was an appropriate split</p> <p>Paragraphs 3 onwards of the tenure mix assessment for Option LN11, LN12 and LN13 are relevant for this Option.</p>	<p>weighted towards intermediate housing which would not meet the substantial need for social housing. Alternatively, intermediate housing could be under provided for in times of difficulty of securing this type of housing.</p>

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15		
	<p>intermediate housing, which would not meet the substantial need for social rented housing.</p>	<p>If developers put forward proposals for splits more weighted towards intermediate housing for viability reasons, the toolkit can be used to assess an appropriate tenure split and alternative solutions investigated to ensure that local affordable housing needs are best met. There is a robust evidence base in place which justifies the high level of affordable housing need and low proportion of those who can afford “intermediate rent” level products. The critical issue in relation to intermediate housing is its cost to the occupier. We need to be aware of the likely weekly costs so that we can ensure that we are meeting local housing needs in the most effective way.</p> <p>The changing nature of the economy will have an impact on the feasibility or otherwise of intermediate products due to dependency on policies and practices of financial institutions. The policy allows flexibility between social rented and intermediate tenures. There will also need to be flexibility within the intermediate tenure sector as alternative intermediate products may be promoted which are more achievable in a recession. Government initiatives to overcome difficulties in the housing market during recessions may also assist. There is a need to work with other agencies to take advantage of any increase of Government grants before the inevitable reduction of funding from 2011.</p>						
Direct Effects (Short, medium, long term)								
+ + +			+	++	++	+	++	++
	<p>Housing Mix</p> <p>Current Local Plan policy for both districts does not contain any reference to</p>	<p>Housing Mix</p> <p>Options LN11, LN12 and LN13 state that the mix of units should reflect local housing needs identified in the latest Strategic Housing Market Assessment.</p> <p>An important piece of evidence in the SHMA in the Christchurch and East Dorset HNDS is the Balancing Housing Markets assessment which gives an indication of the likely demand for houses of particular sizes and tenures across both districts. Reference to this evidence should assist in securing the size of affordable housing that is most needed.</p>			<p>Options E and F have the same statement about mix of units as Options LN11, LN12 and LN13 with the same assessment.</p>			

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	<p>mix of size of affordable housing.</p> <p>If current policy was to continue, there would still be a positive impact in that affordable housing would be provided, but there may be a risk that sizes of affordable housing built would not reflect that which is most needed</p>	<p>However there may be practical difficulties in achieving a suitable mix on small sites. The impact would be most significantly beneficial on large sites – such as the new neighbourhoods. Hence the positive impact is enhanced during the medium term and long term when the new neighbourhoods are likely to come forward. Viability issues may also restrict the size of housing achievable on a scheme.</p> <p>There is a risk that the affordable housing size mix identified in the HNDS may not reflect need in future years.</p> <p>Mitigating Options</p> <p>The risks of difficulties in achieving a mix of sizes which reflects local housing needs as identified in the SHMA for small sites has been identified. As the SHLAA identifies a high proportion of small sites likely to come forward for housing development within the urban areas of Christchurch (and East Dorset?) this may limit the policy’s success. The larger scale of development within the new neighbourhoods will provide more of an opportunity to influence the size and type of affordable housing proposed.</p> <p>Viability issues could influence the size and type of affordable housing achievable on a scheme. The policy allows flexibility to investigate alternative solutions in size and tenure mix to overcome viability problems.</p> <p>The size of housing built is monitored in the AMR. The performance of this aspect of the policy will need to be monitored in future to assess its success or otherwise.</p> <p>Regular updating of the HNDS should ensure that research on housing size mixes is kept sufficiently up to date, hence the use of the word “latest SHMA” in the policy. The Housing Register is another source of information on need for different sizes of affordable housing and this is updated every year.</p>				

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
Secondary Effects (Short, medium, long term)						
	=	=	=	=	=	=
	There are no secondary effects of current policy on the wider infrastructure planning as the threshold remains at 15% and proportion 30% in Christchurch and 40% in East Dorset.	<p>Increased contributions to affordable housing could have an impact on wider infrastructure planning. Provision of affordable housing will compete with other developer costs such as contributions to transport, open space or community facilities. Decisions about relative priorities of contributions have yet to be made by the Councils.</p> <p>The viability study has sought to minimise the risk of a negative impact on other contributions by testing a higher level of Section 106 contributions – up to £15,000. It found that a positive residual value is still generated with a £15,000 contribution even with a 60% affordable housing contribution and no grant available.</p> <p>Therefore it is assumed that the effect of the increased contributions to wider infrastructure planning will be equal or no impact, but this will need to be monitored in the future.</p> <p>Secondary benefits to a higher level of delivery of affordable housing under Options LN11, LN12, LN13, LN14 and LN15 could result in improving the health of the population as there would be less people in overcrowded or unsuitable housing.</p> <p>Another positive secondary benefit would be on social inclusion as lowering the threshold to 0 or 5 would result in better integration of market and affordable housing. It could assist in reducing divisions being created by two types of housing</p>				
Cumulative / In- combination Effects (If relevant) (Short, medium long term)						
	+	=	x	+	++	++
	The business as usual option would maintain a positive impact on the need to meet housing	<p>There would be a positive cumulative effect on meeting housing needs if the policy change enabled the delivery of several small schemes of affordable housing which would not have been possible if the threshold remained the same.</p> <p>There would be a positive cumulative effect on the wider Housing Market Area. If Christchurch and East Dorset deliver a higher number of affordable homes, this reduces pressure on neighbouring authorities. If policy approaches towards</p>			<p>Same comments as for Options LN11, LN12, LN13 and LN14</p>	

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	<p>needs at first but the shortage of larger housing sites over the threshold of 15 would slow down the delivery in the long term. Continuing with the same policy would have a negative impact on the wider Housing Market Area as less affordable housing delivered places more pressure on neighbouring authorities. If the policy approach in Christchurch and East Dorset differs from neighbouring</p>	<p>affordable housing are similar in neighbouring authorities, one district will not be unfairly advantaged in attracting higher numbers of housing schemes to avoid more stringent policies across the border.</p>				

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15														
	<p>authorities our districts would have an unfair advantage over our neighbours in attracting housing schemes from developers wishing to avoid more stringent policies elsewhere.</p>																			
<p>12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres</p>	<p>Direct Effects (Short, medium, long term)</p>																			
	<p>The business as usual option would result in less affordable housing coming forward than the other options. The lack of larger housing sites which meet the threshold</p>	<p>Providing a mix of types of housing including a sufficient proportion of affordable housing is more likely to ensure that local labour requirements are met, making the area more economically attractive because of the diverse labour force. Meeting the</p>	<p>Providing a mix of types of housing on the urban extension site which includes a proportion of up to 50% affordable housing will provide housing for a diverse labour force and enable local people to remain living in the area rather than moving away for cheaper housing. This will have a positive benefit on ensuring a sufficient supply of housing to meet local employment needs.</p>	<p>Same comments as for Option LN11</p>	<p>Options LN14 & LN15</p> <p>Same comments as for Option LN11</p>															
<p>=</p>	<p>x</p>	<p>x</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>+</p>

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	<p>of 15 could result in a slowing down of delivery of affordable housing over the long term. This could have a negative impact on ensuring a sufficient and suitable supply of housing to meet local employment needs. If there is a lack of affordable housing, the local economically active population will have to move to areas where the housing is cheaper, thus reducing the availability of a mixed local workforce able</p>	<p>needs for key worker housing will have a positive impact on recruitment for essential public services and will enable these employees to be able to live close to their place of work.</p>				

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	to live close to their place of work. This could lead to recruitment problems.					
Secondary Effects (Short, medium, long term)						
	=	=	=	=	=	=
	There are no secondary effects of current policy on the wider infrastructure planning as the threshold remains at 15% and proportion 30% in Christchurch and 40% in East Dorset.	<p>Increased contributions to affordable housing could have an impact on wider infrastructure planning. Provision of affordable housing will compete with other developer costs such as contributions to transport, open space or community facilities. Decisions about relative priorities of contributions have yet to be made by the Councils.</p> <p>The viability study has sought to minimise the risk of a negative impact on other contributions by testing a higher level of Section 106 contributions – up to £15,000. It found that a positive residual value is still generated with a £15,000 contribution even with a 60% affordable housing contribution and no grant available.</p> <p>Therefore it is assumed that the effect of the increased contributions to wider infrastructure planning will be equal or no impact, but this will need to be monitored in the future. (This could be taken as a direct impact)</p>				
Cumulative / In- combination Effects (Short, medium, long term)						
	+	=	x	+	++	++
	The business as usual option would maintain a	There would be a positive cumulative effect on meeting housing needs if the policy change enabled the delivery of several small schemes of affordable housing which would not have been possible if the threshold remained the same.				

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	<p>positive impact on the need to meet housing needs at first but the shortage of larger housing sites over the threshold of 15 would slow down the delivery in the long term. Continuing with the same policy would have a negative impact on the wider Housing Market Area as less affordable housing delivered places more pressure on neighbouring authorities. If the policy approach in Christchurch and East</p>	<p>There would be a positive cumulative effect on the wider Housing Market Area. If Christchurch and East Dorset deliver a higher number of affordable homes, this reduces pressure on neighbouring authorities. If policy approaches towards affordable housing are similar in neighbouring authorities, one district will not be unfairly advantaged in attracting higher numbers of housing schemes to avoid more stringent policies across the border.</p>				

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	<p>Dorset differs from neighbouring authorities our districts would have an unfair advantage over our neighbours in attracting housing schemes from developers wishing to avoid more stringent policies elsewhere.</p>					
<p>Conclusions</p>	<p>The business as usual option would only enable the delivery of a limited level of affordable housing but would result in a higher residual land value than options LN11, LN12, and LN13 which assists development viability.</p> <p>Options LN11 and LN13 both deliver more affordable housing than Option A and have been tested for their impacts on development viability. Impacts on wider infrastructure costs have been taken into account in the testing. (However, there is uncertainty regarding infrastructure costs and the level of contributions which will be required.</p> <p>Option LN12 would deliver the most affordable housing as this puts forward a proportion of 50% for urban extension sites, but the viability study has not tested new neighbourhoods on a site by site basis so there is a degree of uncertainty as to the viability. This level of uncertainty will be resolved through the urban extension master planning process.</p> <p>Options LN11 and LN13 both score equally well under the SA and are both viable options recommended by the viability study. The advantage to Option LN11 is that all sites are required to contribute so it captures all possible sites capable of providing an affordable housing contribution. The disadvantage is that evidence shows that some small sites will not be viable, so in these situations an assessment using the toolkit to ascertain what appropriate level (if any) will need to be undertaken at the time of application. The</p>					

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	<p>advantage to option LN13 is that resources can be concentrated on securing affordable housing from sites of 5 and over where viability is not likely to be an issue. The disadvantage is that some sites under 5 which could contribute will not be required to. Options LN11 and LN13 both have a significantly positive impact on objectives to make suitable housing affordable for everyone and meet identified housing needs. Option LN12 also has a significant positive impact on meeting identified housing needs, but the higher proportion of 50% within the new neighbourhoods has not been tested.</p>					

Table L.6

Issue: Should the Core Strategy develop an Affordable Housing Rural Exceptions policy?

Sustainability Objectives	Business as Usual	Option LN16	Option LN17
<p>Performance / Significance Assessment (++) Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)</p>			
8) Help make suitable housing available and affordable for everybody.	Direct Effects (Short, medium, long term) Traffic Light Assessment		
	=	=	=
	++	++	++
	<p>A continuation of current policy would have little impact on securing more affordable housing on rural exceptions sites. Therefore there is little impact on objectives to secure more affordable housing to meet identified housing needs.</p>	<p>The introduction of a rural exceptions policy for Christchurch and an urban exceptions policy for both Districts would have a positive impact on meeting identified housing needs. This would increase opportunities for the delivery of affordable housing.</p>	<p>The introduction of a rural exceptions policy for Christchurch may have a minor positive impact on objectives to make suitable housing available and affordable for everyone. As the policy can only apply to settlements with a population of under 3,000 Burton is excluded which leaves just Winkton. Hurn has not been included as the village is within 400m of the Dorset Heathlands internationally protected sites.</p>

Sustainability Objectives	Business as Usual			Option LN16			Option LN17				
							<p>In East Dorset a rural exceptions policy already exists. As this district has more small rural settlements the policy will have greater impact, therefore should be retained for East Dorset. Evidence on numbers of rural exception sites secured in East Dorset in the past show that there has been limited delivery.</p> <p>There is no need to refer to the findings of the viability study as rural exception sites come in at a much lower land value, although they still often seek grant to make the scheme work.</p>				
Cumulative / In- combination Effects (If relevant) (Short, medium long term)											
=			+			+			=		
	Continuing with the same approach has a negligible cumulative effect on the provision of affordable housing in the wider Housing Market Area.			There would be a positive cumulative effect on meeting the housing needs in the wider Housing Market Area if the supply of affordable homes is increased by allowing affordable housing on the edge of urban as well as rural settlements. This could reduce pressure on neighbouring authorities.			As this option results in the addition of only Winkton in Christchurch to the list of rural settlements to which the rural exceptions policy will apply, there will be a negligible cumulative effect on the provision of affordable housing in the wider HMA.				
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long		
	=	=	=	x	x	x	=	=	=		
	Continuing with a rural exceptions policy for East Dorset would have an equal or no impact on the landscape			Introducing an urban exceptions site policy for both districts and a rural exceptions site policy for Christchurch			Continuing with a rural exceptions policy for East Dorset and introducing one for Christchurch would have an equal or no				

Sustainability Objectives	Business as Usual	Option LN16	Option LN17						
	<p>quality of the rural settlements. Rural exceptions site policy schemes tend to be smaller and based on evidence of local need. Policies to safeguard the setting of villages and the landscape/townscape value can be applied to mitigate against the potential negative impacts of developing greenfield land.</p>	<p>could have an uncertain impact on protecting the countryside from sub-urbanisation. Rural exception sites are typically small scale and based on evidence of local need. It is important that development of urban exception sites for affordable housing is at an appropriate scale and does not lead to sub-urbanisation of the countryside or the merging of settlements.</p> <p>Any potential negative impacts on landscape and townscape could be mitigated by avoiding land with particular landscape value and by applying policies to safeguard the setting of villages and areas of landscape / townscape value.</p>	<p>impact on the landscape quality of rural settlements as the only additional settlement to be included is Winkton. Rural exceptions schemes tend to be smaller and based on evidence of local need. Policies to safeguard the setting of villages and the landscape / townscape value can be applied to mitigate against the potential negative impacts of developing greenfield land.</p>						
<p>12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres</p>	<p>Secondary Effects (If relevant) (Short, medium, long term)</p>								
	+	+	+	++	++	++	+	+	+
	<p>Continuing with the same policy results in a minor beneficial impact on supporting the economy of villages. Retaining residents in rural settlements rather than having to move to alternative areas to find affordable housing would support local businesses and services.</p>	<p>Broadening the policy to apply to urban as well as rural settlements would result in a more significant beneficial impact to the economy of settlements and towns. Meeting the need for affordable housing in rural and larger settlements can support local businesses and services. Reducing the migration of young people and families</p>	<p>This option has a similar assessment to continuing with current policy with a minor beneficial impact on supporting the economy of villages. Retaining residents in settlements rather than them having to move to alternative areas to find affordable housing would support local businesses and services.</p>						

Sustainability Objectives	Business as Usual	Option LN16	Option LN17
		away from the villages and urban areas would benefit the local economy by retaining a local workforce.	
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)		
	x	x	x
		+	+
	Continuing with the same policy would have an uncertain impact on the economy within the wider Housing Market Area as it is difficult to assess the level of affordable housing which could come forward through current policy.	There would be a cumulative positive impact on the economy within the wider Housing Market Area if the policy approach towards rural / urban exceptions policy is consistent across local authority boundaries.	
Conclusions	<p>The business as usual option would enable the continuation of the present level of delivery of affordable housing through rural exceptions sites which is nil in Christchurch and a limited level in East Dorset. Option LN16 broadens the policy to apply to urban as well as rural settlements in both areas. This offers the most potential for the delivery of more affordable housing. Option LN17 would allow the possibility of rural exception sites in Christchurch, but this only results in Winton being added to the list of rural settlements. There would be no impacts on viability of sites coming forward if either policy was included in the Core Strategy. There is a need to maximise opportunities to secure affordable housing from every possible source. This policy could have a minor positive benefit on objectives to meet identified housing needs.</p> <p>Option LN16 is the most sustainable option as it offers a more significant increase in opportunities for the delivery of more affordable housing.</p>		

Table L.7

Issue LN18: How and where can facilities and services be provided to support the existing population and meet the needs of a growing population and changing age profile?

Sustainability Objectives	Business as usual			Option LN18		
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)						
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)					
	--	--	--	++	++	++
3) Minimise pollution and 4) Minimise factors contributing to climate change	Direct Effects (Short, medium, long term)					
	--	--	--	++	++	++
	No option would mean that facilities may not be protected and best made use of.			The multi-use and protection of existing facilities will ensure that sustainable use is made of existing resources. Expanding existing facilities will ensure that more development takes place on brown field sites and that land is used efficiently.		
	No option would mean that people would have to travel to facilities. Loss of facilities could mean that services become less accessible.			This option will reduce the need to travel by taking facilities to residents and by encouraging further use of existing facilities which are already located in accessible locations. All new and expanded facilities will be in accessible locations which will also reduce the need to travel and allow alternatives to cars which will minimise factors contributing to climate change and pollution.		
Cumulative / In- combination Effects (If relevant) (Short, medium long term)						
			++	++	++	
			This option is considered positive when assessed in combination with the preferred options for transport, sports, leisure, housing and employment.			

Sustainability Objectives	Business as usual	Option LN18					
5) Provide access to meet people's need	Direct Effects (Short, medium, long term)						
	--	--	--	++	++	++	
	A loss of facilities could mean a reduction in accessibility to people's needs			Provision of new and expanded facilities in sustainable locations and close to people's homes will provide access to a variety of facilities to meet people's needs. The multi-use of facilities can help to increase access to meet people's needs as they may not have to travel to a different place if facilities nearby offer a range of provision.			
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)						
				++	++	++	
			This option is considered positive when assessed in combination with the preferred options for transport, sports, leisure, housing and employment.				
7) Create conditions to improve health, promoting healthy lifestyles	Direct Effects (Short, medium, long term)						
	--	--	--	++	++	++	
No option could reduce accessibility to healthcare, sport and recreation either through the loss of facilities, or the failure to make the multi functional use of facilities.			This option will improve access to healthcare and it will allow increased access and participation in sport and cultural activities which promotes healthy lifestyles. By promoting the multi-use of facilities this means that facilities that have not previously provided a wide range of services such as health and exercise equipment now are more likely to and therefore this can create conditions to improve health and healthy lifestyles.				

Sustainability Objectives	Business as usual	Option LN18				
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
				++	++	
					This option is considered positive when assessed in combination with the preferred options for transport, sports, leisure, housing and employment.	
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Direct Effects (Short, medium, long term)					
	--	--	--	++	++	
	No option would mean that the multi use of facilities may not happen and the chance to encourage social interaction would be reduced.			By encouraging the multi-use of facilities this will increase social interaction within and between groups of people which can support social cohesion. The option also looks to provide new facilities. Providing new facilities and increasing social interaction in communities can help to reduce the fear of crime.		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
				++	++	
					This option is considered positive when assessed in combination with the preferred options for transport, sports, leisure, housing and employment.	
Conclusion	Option LN18 will deliver beneficial impacts for the whole community by protecting and expanding existing facilities and promoting new facilities where required.					

Table L.8

Issue: How can we ensure that necessary community and cultural facilities are provided in step with new development?

Sustainability Objectives	Business as usual			Option LN19			Option LN20		
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)									
5) Provide access to meet people's need	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
	--	--	--	++	++	++	+	+	+
	New development would not be supported through the provision of new facilities and infrastructure.			This option will allow the faster implementation of schemes thus improving access to facilities including health care and education.			This option will allow schemes that are directly associated with the development to come forward, however it will not improve access for those people who do not live within very close proximity of the development and therefore is not a community-wide benefit.		
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment								
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
--	--	--	++	++	++	+	+	+	
New development would not be supported through the provision of new facilities and infrastructure.			This option will allow the faster implementation of community facilities thus providing facilities within and outside of the immediate area.			This option will be beneficial in improving access for those people who do not live within very close proximity of the development and therefore is not a community-wide benefit. However, the benefit would be less than for Option LN19.			

Sustainability Objectives	Business as usual			Option LN19			Option LN20		
7) Create conditions to improve health, promoting healthy lifestyles	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
	--	--	--	++	++	++	+	+	+
	New development would not be supported through the provision of new health facilities.			This option will help to improve healthcare and leisure facilities. It will also help to improve the quality and range of health services available. In combination this will help to have a significant positive impact on this objective.			This option will help to create conditions to improve health on site if there are not currently enough adequate facilities. As the facilities would have to be directly associated with the site this would not help to improve health or promote healthy lifestyles away from the site for the wider community.		
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment								
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
			+	++	++	+	+	+	
			By improving health and promoting healthy lifestyles this will have a positive impact on people's life expectancy and therefore the demographics of the area. It can also increase social interaction / cohesion. Improving health in a proactive rather than a reactive way in the community this may help to reduce pressure on doctors and other health professionals as people will be more able to prevent some health problems that may arise by changing their lifestyles.			This option would improve health or promote healthy lifestyles away from the site for the wider community, but to a lesser extent than LN19.			

Sustainability Objectives	Business as usual			Option LN19			Option LN20		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)								
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
				+	+	+	+	+	+
				This option is considered positive when assessed in combination with the preferred options for transport, sports, leisure, housing and employment.			This option is considered positive when assessed in combination with the preferred options for transport, sports, leisure, housing and employment.		
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
	--	--	--	++	++	++	+	+	+
	New development would not be supported through the provision of new health facilities.			This option will help to provide facilities including libraries, sporting facilities and amenity space. By providing this it will help communities to support social cohesion through increased interaction of people using these facilities.			This option will help to provide for adequate educational needs, library facilities, sporting facilities and open space if it is required directly as part of the development. This option will mainly benefit people directly associated with the development or who live within close proximity to it. It will not have as far reaching benefits as the Community Infrastructure Levyoption.		
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment								
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
			++	++	++	+	+	+	
			By facilities helping to increase social interaction in communities this may help to reduce not only the fear of crime but also			This option will not have as far reaching benefits as Option LN19, but it will still have positive impacts.			

Sustainability Objectives	Business as usual	Option LN19	Option LN20						
		may reduce crime itself by improving people’s sense of community ownership of facilities. The improved facilities may also help to improve people’s sense of pride in their community and therefore they are more inclined to look after shared social spaces and facilities.							
12) Facilitate a sustainable and growing economy.	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
	--	--	--	++	++	++	+	+	+
	The economy would not benefit from the provision of facilities and infrastructure that could be derived from a contributions policy	The economy would benefit if facilities and infrastructure are improved through a tariff based system	The economy would benefit if facilities and infrastructure are improved through S.106 contributions. However, this would be to a lesser extent than for Option LN19						
Conclusions	Option LN19 will have wider benefits for the community as the facilities provided through it do not have to be directly related to the development. The list of facilities that Community Infrastructure Levy can go towards will be decided by the local authority in advance and facilities can be prioritised in order of importance, therefore the ones that are required most urgently can be delivered first. As option LN20 relates to planning obligations the main benefits of the development to the wider community are more limited to the people living on and within close proximity to the actual development. In sustainability terms they both have overall positive impacts in relation to the above objectives. Option LN19 has more positive impacts overall.								

Table L.9

Appendix M Creating Prosperous Communities

Issue: How can we ensure that there is a sufficient amount and range of employment land and premises meeting the locational requirements of businesses?

Sustainability Objectives	Business as usual	Option PC 1				
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)						
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)					
	x	x	x	++	++	++
	The absence of any form of intervention to influence the location of different forms of business activity will not assist the creation of clear market images for Christchurch employment sites. This may affect the level of business interest in these sites and their utilisation.		This approach of influencing the range of uses directed to individual business parks will assist in establishing a clear marketable image for the respective sites and assist in realising the business potential of these sites in respect of the range of uses that can be attracted. This option does pose some level of prescription regarding the range of uses which can locate on sites within the hierarchy which could affect the take up of land. However, longer term this approach seeks to influence productivity led growth by attracting higher order uses to business parks which have the necessary locational attributes which supports sustainable economic growth.			
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services	Direct Effects (Short, medium, long term)					
	x	x	x	+	+	+
	A lack of market intervention creates uncertainty regarding the utilisation of sites without effective		Improving the market image of sites through the direction of different forms of business activity is likely to realise the market potential of sites in terms of the range of business activity that can be attracted. The attraction of higher order businesses to sites with appropriate locational attributes is likely to increase and enhance the level of work based training opportunities available.			

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as usual	Option PC 1														
and facilities, learning, training, skills knowledge and culture	direction of different forms of business activity to improve site image and market attractiveness and the creation of employment based training opportunities.															
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Direct Effects (Short, medium, long term)															
<table border="1"> <tr> <td style="background-color: #FFD700;">x</td> <td style="background-color: #FFD700;">x</td> <td style="background-color: #FFD700;">x</td> <td colspan="3" style="background-color: #00FF00; text-align: center;">+</td> <td colspan="2" style="background-color: #00FF00; text-align: center;">+</td> </tr> </table>		x	x	x	+			+		+			+		+	
x	x	x	+			+										
Reliance on the market for the direction of different forms of business use can result in the co-location of non-complementary business uses that do not perform well from a design perspective.	Although this option does not contain design policies the direction of different forms of business activity to different locations enables clusters of complementary uses that require similar types of premises that can enhance the image of a business park from a design perspective.															
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing	Direct Effects (Short, medium, long term)															
<table border="1"> <tr> <td style="background-color: #FFD700;">x</td> <td style="background-color: #FFD700;">x</td> <td style="background-color: #FFD700;">x</td> <td colspan="3" style="background-color: #00FF00; text-align: center;">++</td> <td colspan="2" style="background-color: #00FF00; text-align: center;">++</td> </tr> </table>		x	x	x	++			++		++			++		++	
x	x	x	++			++										
A lack of intervention concerning the location of different forms of business activity can adversely affect the image of sites which limits the	<p>The establishment of a clear market image for sites and zones within sites through the direction of different forms of business activity will improve the market potential of sites and the types of business that may choose to locate which will assist growth in economic output and employment generation.</p> <p>The nature of market intervention must be flexible to meet the changing needs of the economy and this approach allows for this flexibility in not being overly specific in terms of permissible business uses.</p>															

Sustainability Objectives	Business as usual	Option PC 1
for vital and viable town centres.	potential to attract forms of business activity that can make a positive contribution to the economy.	
Conclusions	<p>The non preferred option does not provide any certainty for improving the marketability of sites to unlock greater potential for the range of business activity that can be attracted. However, the absence of market intervention provides complete flexibility for the market, although this is unlikely to assist significant economic growth.</p> <p>Option PC 1 provides the opportunity to maximise the market potential of individual sites within the Christchurch employment land portfolio in a way that is sensitive to the types of business activity currently located on these sites and the range of business activity that can potentially be attracted in view of individual site locational attributes. This approach needs to be sensitive to changing economic requirements during the plan period and as such is not specific to individual business uses.</p>	

Table M.1

Issue: How important is it to protect employment sites, given competing uses for the land?

Sustainability Objectives	Business as Usual	Option PC 2	Option PC 3
<p>Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)</p>			
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)		
	+	+	+
	++	++	++
	Without the plan in place existing employment sites will remain in employment use subject to issues of environmental and amenity problems. This can have a positive impact on the	This option enables land to remain in employment use where it is required to meet business needs over the plan period. It also provides significant flexibility to enable alternative uses	Retention of employment sites for employment use has a significant positive impact for the economy but does not provide sufficient flexibility to accommodate other competing uses which are important for economic

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual	Option PC 2	Option PC 3						
	economy with the retention of employment generating land but does not provide for sufficient flexibility when employment land is not required to meet business needs during the plan period.	such as housing and retail where an employment use is not required by the market.	development when a site is not required by the market for employment uses.						
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term)								
	+	+	+	++	++	++	+	+	+
	There is a significant benefit to the economy in maintaining the existing portfolio of sites but this does not provide sufficient flexibility to allow for the release of sites no longer required by the market to alternative uses such as residential and retail that are also required to facilitate sustainable economic growth.			This option ensures that employment land is not lost to other uses where it is required to meet projected requirements which assists economic development and the generation of employment opportunities.			This option ensures that employment land remains in employment use which will assist in meeting the needs of business during the plan period. However it does not provide sufficient flexibility to accommodate alternative uses which are also fundamental to assisting economic growth such as the provision of sufficient housing.		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)								
	X	X	X	X	X	X	X	X	X
Aside from the Borough of Poole who have an adopted Core Strategy it is uncertain what other South East Dorset authorities approach to employment land will be and how any future loss of employment land will effect economic development.			Aside from the Borough of Poole who have an adopted Core Strategy it is uncertain what other South East Dorset authorities approach to employment land will be and how any future loss of employment land will effect economic development.			Aside from the Borough of Poole who have an adopted Core Strategy it is uncertain what other South East Dorset authorities approach to employment land will be and how any future loss of employment land will effect economic development.			

Sustainability Objectives	Business as Usual	Option PC 2	Option PC 3
Conclusions	In conclusion Option PC 2 is the most sustainable option as it retains employment land where it is required to meet projected demand over the plan period but also provides flexibility for the provision of other uses which support economic growth should the site not be required for employment. The business as usual and Option PC 3 perform strongly in meeting employment needs but do not provide sufficient flexibility for other uses when sites are no longer required for employment use.		

Table M.2

Issue: Are there any places where new employment sites should be provided in East Dorset?

Sustainability Objectives	Option PC 4	Option PC 5	Option PC 6	Option PC 7	Option PC 8	Option PC 9												
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)																		
1) Protect, enhance and expand habitats and protected species	Direct Effects (Short, medium, long term)																	
	-	-	-	=	=	=	=	=	=	-	-	-	=	=	=	=	=	=
	The northern tip of the site is an SNCI and the site itself adjoins the internationally designated Slop Bog and Uddens Heath. These areas would continue to be protected from development.	Site 05 abuts the internationally designated Holt and West Moors Heaths to the west, and both sites drain into the SSSI Moors River System to the east. Potential development would need to ensure there is no detriment to these sites.	There are no known negative impacts on this objective, but further site investigation will be required.	Parts of the site contain the St Leonard's SNCI designated for grassland and heathland, and the site drains into the Moors River SSSI. The internationally designated Hurn Common heathland is 1.5km from the site.	Little Canford Ponds SNCI surround the site. These areas would continue to be protected from development.	The site adjoins woodland SNCIs at Big Burles and Stapehill. These areas would continue to be protected from development.												

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option PC 4	Option PC 5	Option PC 6	Option PC 7	Option PC 8	Option PC 9												
	Secondary Effects (If relevant) (Short, medium, long term)																	
	x	x	x	x	x	x				x	x	x	x	x	x	x	x	x
	Any development would need to ensure there is no pollution into the protected areas, or into the Moors River System which they drain into.			Potential development would need to ensure there is no detriment to the adjoining protected sites.						Any development would need to ensure there is no detriment to the protected areas, or into the Moors River System which they drain into.			Any development would need to ensure there is no pollution to the River Stour adjoining and Little Canford Ponds SNCI.			Any development would need to ensure there is no detriment to the adjoining SNCIs.		
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)																	
	--	--	--	--	--	--	--	--	--	+	+	+	x	x	x	--	--	--
	The site adjoins Ferndown Industrial Estate, and is well located in the strategic road network. It is however a greenfield site.			The site adjoins Woolsbridge Industrial Estate. It is however a greenfield site.			The site adjoins Bailie Gate Industrial Estate, and is well located in the settlement and the strategic road hierarchy. It is however a greenfield site.			The site is within the green belt, but has been identified in the Local Plan as a major developed site. The brownfield land has an outline planning permission for a care house and limited development associated with it. It is well located on the strategic road network.			The site is a rural brownfield site used for glasshouses and a water depot. However it is in the greenbelt, where development is restricted. The site is close to the A31 and the strategic road network.			The site is a rural green field site and is isolated from local towns. It is close to the A31 strategic road network.		

Sustainability Objectives	Option PC 4			Option PC 5			Option PC 6			Option PC 7			Option PC 8			Option PC 9		
3) Minimise pollution (including air, water, soil, noise, vibration and light).	Direct Effects (Short, medium, long term)																	
	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
	The development would need to ensure pollution or damage to the neighbouring SSSI and Moors River System does not occur.	Both sites about the protected Holt and West Moors Heaths and drain into the SSSI Moors River System. The development would need to ensure pollution or damage to the neighbouring SSSI and Moors River System does not occur.			The development would need to ensure there is no pollution to nearby fishing lakes. Former railway and milk factory adjoin part of the site and investigations will need to ensure they do not present hazards.			The development would need to ensure pollution or damage to the SSSI and Moors River System does not occur.			The development would need to ensure pollution and contamination of the River Stour and Little Canford Ponds SNCI does not occur.			The development would need to ensure there is no detriment to the adjoining SNCIs at Big Burles and Stapehill.				
4) Minimise factors contributing to climate change.	Direct Effects (Short, medium, long term)																	
	-	-	-	-	-	--	-	-	-	--	--	--	-	-	--	-	-	-
	The provision of employment land at this location will increase pollution by the inherent growth in traffic movements. It is within 400m of an hourly bus service, and there is an established industrial estate in the vicinity.	The provision of employment land at this location will increase pollution by the inherent growth in traffic movements. Site 06 is within 400m of an hourly bus service.			The provision of employment land at this location will increase pollution by the inherent growth in traffic movements, it is within 400m of an hourly bus service, and there is an established industrial estate in the vicinity.			The provision of employment land at this location will increase pollution by the inherent growth in traffic movements. It is within 400m of an hourly bus service, and there is an established hospital employment use on the site.			The provision of employment land at this location will increase pollution by the inherent growth in traffic movements.			The provision of employment land at this location will increase pollution by the inherent growth in traffic movements. The northern edge of the site is within 400m of an hourly bus service.				

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option PC 4	Option PC 5	Option PC 6	Option PC 7	Option PC 8	Option PC 9												
5) Provide access to meet people's needs.	Direct Effects (Short, medium, long term)																	
	+	+	+	=	=	=	+	+	+	+	+	+	-	-	-	-	-	-
	This option will improve access to employment opportunities for local people.	The site is 2km from the nearest settlements at Three Legged Cross and Ashley Heath, but adjoins an existing industrial estate.	This option will improve access to employment opportunities for local people.	The site will offer employment to local people. It is some 1.8km from West Moors and 2.4 km from Ferndown. The site is within 400m of a bus stop.	The site is some 3km from the centres of Ferndown and Wimborne. It has poor access to local people, and no bus service.	The site is some 2.3 km and 3km from the centres of Ferndown and Wimborne. The northern part of the site is 400m from the nearest bus stop.												
	Secondary Effects (If relevant) (Short, medium, long term)																	
+	+	+	-	-	-	-	-	-	-	+	+	+	-	-	-	-	-	-
Traffic movements will increase unless improved public transport is provided.	Traffic movements will increase unless improved public transport is provided.	Traffic movements will increase unless improved public transport is provided.	The site will offer employment to local people. It is some 1.8km from West Moors and 2.4 km from Ferndown. The site is within 400m of a bus stop.	Traffic movements will significantly increase unless improved public transport is provided.	Traffic movements will significantly increase unless improved public transport is provided.													
6) Provide a safe and secure environment (including coastal protection, major hazards)	Direct Effects (Short, medium, long term)																	
		--	--	--									-	-	-			
		Both areas contain areas of flood zone 2 and 3, so any development would				The extreme west of the site is within flood zone 3 and the River Stour.												

Sustainability Objectives	Option PC 4	Option PC 5	Option PC 6	Option PC 7	Option PC 8	Option PC 9												
e.g. blast zones, crime / fear of crime and flooding).		have to satisfy the exceptions and sequential tests of the Environment Agency. The only access into the industrial estate is affected by flood zone 3.																
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills, knowledge and culture.	Direct Effects (Short, medium, long term)																	
	+	+	+	=	=	=	+	+	+	+	+	+	=	=	=	=	=	=
	This option may increase the provision of employment training.	This option may increase the provision of employment training, but is too small a site to offer on site catering, shops and services.	This option may increase the provision of employment training.	This option may increase the provision of employment training.	This option may increase the provision of employment training.	This option may increase the provision of employment training, but is too small a site to offer on site catering, shops and services.	This option may increase the provision of employment training, but is too small a site to offer on site catering, shops and services.											
12) Facilitate a sustainable and growing economy for	Direct Effects (Short, medium, long term)																	
	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++
	This option would help ensure a sufficient supply of	This option would help ensure a sufficient supply of land to meet local employment land needs	This option would help ensure a sufficient supply of	This option would help ensure a sufficient supply of	This option would help ensure a sufficient supply of	This option would help ensure a small supply of land to	This option would help ensure a small supply of land to											

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option PC 4	Option PC 5	Option PC 6	Option PC 7	Option PC 8	Option PC 9									
the District that creates economic and employment opportunity, as well as providing for vital and viable town centres.	land to meet local employment land needs.		land to meet local employment land needs.	land to meet local employment land needs.	meet local employment land needs.	meet local employment land needs.									
	Secondary Effects (If relevant) (Short, medium, long term)														
	++	++	++	-	-	-	-	-	-	-	-	-	-	-	-
	It will encourage the provision of diverse employment opportunities, and may enhance skill levels and lead to higher paid jobs.	The site is not large enough to provide a diverse range of employment opportunities.	The site is not large enough to provide a diverse range of employment opportunities.	This option would help ensure a sufficient supply of land to meet local employment land needs.	The site is not large enough to provide a diverse range of employment opportunities.	The site is not large enough to provide a diverse range of employment opportunities.									
Conclusions	The Options relating to Cobham Road in Ferndown, Blunts Farm and Bailie Gate are mostly closely supportive of the SA objectives tested. The other options have a mixed response to the SA assessment scoring well under some objectives, but generally less favourably against most objectives. Option PC7 supports a number of the sustainability objectives, most notably, making sustainable use of resources, facilitating the local economy, helping support communities and providing access to meet people’s needs. However, the site contains a sensitive SNCI and conflicts with the objective to minimise the impact on climate change.														

Table M.3

Issue: What sort of employment premises are required in Christchurch and where?

Sustainability Objectives	Business as Usual	Option PC 10	Option PC11
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)			
1) Protect, enhance and expand habitats and protected species.	Direct Effects (Short, medium, long term)		
	x	x	x
	The business as usual scenario reflects the same scenario as Option B with the same associated impacts.	The business parks set out above are located in the existing urban area. Premises to be provided in these business parks are predominantly small scale industrial units reflecting local market demand. Smaller industrial premises will generate less vehicular trips compared to office development and less emissions. Overall new commercial development is likely to increase the number of vehicle trips and levels of emissions which may have implications for sensitive habitats and protected species. The HRA assessment undertaken for this stage of the Core Strategy will provide a detailed assessment of impacts.	This approach responds to market demand and as such it is not possible to determine precisely the type of premises which will come forward. However, most new commercial development in the urban area is for small industrial / warehouse units. Should this trend continue the impact from increased emissions is likely to be similar to Option C. HRA assessment work of this option is required to determine impacts upon habitats and species.

Sustainability Objectives	Business as Usual			Option PC 10			Option PC11		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)								
	x	x	x	x	x	x	x	x	x
	<p>Without the plan in place the level of development in the plan area is likely to be significantly less with lower associated emissions. However, there is likely to be an increase in emissions from 'background' growth which will need to be mitigated through measures that reduce the need to travel and promote travel by more sustainable modes other than the car.</p> <p>An HRA assessment is required to determine more precisely the impact of the business as usual scenario.</p>			<p>The impact of commercial development must be considered in combination with increases in levels of emissions associated with other forms of development anticipated over the plan period. The impact of development as a whole upon climate change will depend upon the success of a range of measures that reduce the need to travel and promote travel by more sustainable modes other than the car.</p> <p>The HRA assessment of this option will provide a clearer idea of the cumulative impact of wider development upon priority habitats and protected species.</p>					
3) Minimise pollution	Direct Effects (Short, medium, long term)								
	x	x	x	x	x	x	x	x	x
	<p>The business as usual scenario reflects the same scenario as Option B with the same associated impacts.</p>			<p>The polluting nature of business activities occupying the types of premises set out above is uncertain as end users cannot be determined.</p> <p>New commercial development will generate additional road traffic which is likely to increase levels</p>			<p>This option does not provide any market intervention to influence the type of premises provided. Therefore, future provision can only be predicted in relation to past development trends which have been for smaller industrial and warehouse units. As with Option C it is not possible to determine the specific end user for premises that come forward and any potential polluting activities.</p>		

Sustainability Objectives	Business as Usual			Option PC 10			Option PC11		
				of emissions. However, the business parks referred to in this option are accessible by public transport services which provide the opportunity for access by more sustainable modes other than the car and to achieve no net increase in levels of emissions.			An HRA assessment is required for this option to determine implications for habitats and species.		
Cumulative / In- combination Effects (If relevant) (Short, medium long term)									
	x	x	x	x			x		x
	Without the plan in place the level of development in the plan area is likely to be significantly less with lower associated emissions. However, there is likely to be an increase in emissions from 'background' growth which will need to be mitigated through measures that reduce the need to travel and promote travel by more sustainable modes other than the car.			The impact of commercial development must be considered in combination with increases in levels of emissions associated with other forms of development anticipated over the plan period. The impact of development as a whole upon climate change will depend upon the success of a range of measures that reduce the need to travel and promote travel by more sustainable modes other than the car.					
5) Provide access to meet people's need	Direct Effects (Short, medium, long term)								
	x	x	x	x	x	x	x	x	x
	Without the plan in place the level of development coming forward is likely to be significantly less and this would place less pressure on			This option seeks to provide the right type of premises to meet the needs of business over the plan period in accessible locations in			The type of premises brought forward by this option will be within B1, B2 and B8 but with the mix and size determined by the market. Therefore, the impact upon the highway		

Sustainability Objectives	Business as Usual	Option PC 10	Option PC11		
	<p>the highway network. However, 'background' growth would have an impact requiring mitigation through selected highways improvements and measures to reduce the need to travel.</p>	<p>the existing urban area which will assist in enabling the provision of local employment opportunities.</p> <p>Future development is likely to generate additional road traffic which will have an impact upon the capacity of the road network. The South East Dorset multi modal study will determine the precise impact on the highway network from the level of development anticipated over the plan period (from all forms of development including commercial and residential). A variety of measures including selected junction improvements and measures to reduce the need to travel will be required to minimise any adverse impact.</p>	<p>network is likely to be uncertain but there will be issues of increased levels of traffic and associated impacts for levels of congestion.</p> <p>Mitigation measures are as for Option PC 10 incorporating selected junction improvements and measures to reduce the need to travel.</p>		
Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
x			x		x
	<p>The business as usual scenario without the plan in place must consider the impact of cumulative 'background' growth upon the highway network from across the sub region.</p> <p>Mitigation measures are as set out in the adjacent column.</p>	<p>The cumulative impact of all development across the plan area and South East Dorset as a whole upon the capacity of the road network needs to be considered. The South East Dorset Multi Modal study assesses the impact of development across the sub region and will identify a range of highways improvements required to mitigate the impact of increased traffic levels. Impacts will also need to be mitigated through measures to reduce the need to travel such as improvements to public transport services.</p>			

Sustainability Objectives	Business as Usual			Option PC 10			Option PC11		
<p>12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.</p>	Direct Effects (Short, medium, long term)								
	x	x	x	++	++	++	X	X	X
	<p>Without the plan in place there is little influence on the type of commercial premises within B1, B2 and B8 to be located on allocated and established employment sites in the plan area. This may not result in the provision of the right type of premises to meet business needs and the creation of sites with clear marketable image.</p>			<p>This option seeks to provide the right type of premises to meet the needs of business over the plan period which will assist the growth of GVA output and the generation of employment opportunities. Influencing the type of premises provided on individual business parks assists in developing a clear marketable image that helps to realise site economic potential.</p> <p>In order to provide sufficient market flexibility it is necessary to update requirements for commercial premises provision during the plan period through an up to date evidence base.</p>			<p>A lack of any form of market intervention may not assist the provision of appropriate premises in the right location to benefit the marketability of sites. Ad hoc provision may meet business requirements in a piece meal way but is unlikely to realise a site's market potential.</p>		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)								
x	x	x	++		++		++		
<p>The business as usual option assumes the lack of a co-ordinated approach across the sub region towards the provision of employment land and premises which raises uncertainty about the scope for economic development.</p>			<p>A sub regional approach needs to be adopted in relation to the provision of employment land and premises to meet the needs of business over the plan period. Therefore, the policy approach for the plan area must reflect provision elsewhere in the sub region. A cross border approach to planning for employment needs has the potential for a strong positive impact on economic growth.</p>						

Sustainability Objectives	Business as Usual	Option PC 10	Option PC11
<p>Conclusions</p>	<p>The business as usual option reflects the situation without the plan in place which does not intervene in the market for the types of commercial premises (within B1, B2 and B8) to be provided on employment sites. This creates uncertainty regarding whether the needs of business will be met over the plan period and whether a clear marketable image can be established for individual sites in the Borough. The level of commercial and residential development will be significantly less than with the plan in place which provides less immediate impact than Options PC 10 and PC 11 in terms of increased levels of traffic and associated emissions. However, it also assumes that there would not be a mitigation place incorporating measures to reduce the need to travel and selected highways improvements.</p> <p>Option PC 11 also does not intervene in the market but includes the level of development set out in the SW RSS Proposed Changes and has subsequent implications for increased levels of emissions and congestion which can have an adverse impact upon habitats, species and factors that contribute to climate change. Again, a lack of intervention creates uncertainty regarding whether suitable premises will be provided in the right location to meet the needs of business. Option PC 11 will require mitigation measures on a local and sub regional level to reduce the need to travel and provide selected highways improvements.</p> <p>Subject to the implementation of appropriate mitigation measures which are as for Option PC 11 (to mitigate against any increase in harmful emissions and their potential adverse impact upon habitats and climate change), Option PC 10 provides the greatest opportunity to meet the needs of business over the plan period in providing suitable premises to meet business need and develop clear marketable images for commercial sites in the Borough. However, it is essential that the evidence base is updated at regular intervals over the plan period to ensure that market requirements for premises are adequately identified.</p>		

Table M.4

Issue: What range of uses should be promoted on established and allocated sites?

Sustainability Objectives	Business as Usual			Preferred Option PC 12		
Performance / Significance Assessment (++) Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)						
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)					
	+	+	+	++	++	++
	<p>The current policy approach for established and allocated employment sites is to permit only development of traditional uses within B1, B2, B8 with limited development that is ancillary to traditional uses.</p> <p>This approach utilises Brownfield sites for projected requirements for B1, B2 and B8 but makes insufficient provision for Non B requirements that make a significant contribution to the economy.</p>			<p>The accommodation of projected land requirements for B class uses and selected Non B uses will require the effective utilisation of existing Brownfield employment sites. In order to provide sufficient flexibility over and above projected requirements there is a need to unlock the development potential of strategic sites such as the Airport business park and the employment extension west of Ferndown. Opportunities for employment development will need to be explored as part of the master planning process for new neighbourhoods that could be built in Christchurch and East Dorset.</p>		

Sustainability Objectives	Business as Usual			Preferred Option PC 12		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	=	=	=	x	x	x
	Employment land provision is mainly determined on a local level and does not adopt a sufficiently spatial approach in utilising available Brownfield land to meet projected requirements across South East Dorset.			A cross border approach will be adopted for the provision of employment land and premises and will need to effectively utilise Brownfield employment sites across South East Dorset. Although a joint approach has been adopted in relation to the gathering of evidence decisions regarding the allocation of sites are made at the local level and in this respect there is some degree of uncertainty whether sufficient land will be provided.		
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Direct Effects (Short, medium, long term)					
	+	+	+	+	+	+
	The existing policy approach enables B1, B2 and B8 development to come forward on established and allocated employment sites which provides the opportunity for work based training opportunities to be created.			The Core Strategy approach differs from the existing policy approach in accommodating Non B uses on established and allocated employment sites which create well paid and skilled jobs and make a significant contribution to raising levels of GVA. There is a degree of uncertainty concerning the companies that will locate in the area during the plan period and the level of work placed training opportunities that will be made available. However, it is reasonable to predict that this option will have a positive impact.		

Sustainability Objectives	Business as Usual	Preferred Option PC 12							
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)								
	+	+	+	X		X		X	
	<p>In combination with the employment policy approaches of other South East Dorset authorities land is protected for employment uses within B use classes which provides an opportunity for work based training to be provided across South East Dorset.</p>			<p>Aside from the Borough of Poole who have an adopted Core Strategy in place it is uncertain what approach other South East Dorset authorities will have towards the retention of employment land and the range of uses on employment sites. Therefore, it is uncertain what type and number of training opportunities will be established on sites elsewhere in the sub region.</p> <p>Core Strategy policies across South East Dorset will be required to address the land requirements of Non B uses which is likely to have a positive impact on the availability of work based training opportunities.</p>					
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term)								
	+	+	+	++		++		++	
	<p>The current policy approach provides land for B class uses on established and allocated employment land, however there is a lack if provision for higher order Non B uses. Current availability of land for B class uses provides the opportunity for businesses to expand</p>			<p>This option performs positively in encouraging the provision of a diverse range of employment opportunities to meet the needs of business during the plan period with the inclusion of some non B uses. The provision of employment land to meet B1, B2, B8 and well paid, highly skilled non B uses is likely to have some positive impact upon raising skills levels and the provision of high paid jobs (in isolation from other Core Strategy policies).</p> <p>Allowance for non B uses on strategic sites such as Bournemouth Airport Business Park that are ancillary to the main employment uses enable the provision of services to meet the needs of employees which makes the site more attractive to businesses.</p>					

Sustainability Objectives	Business as Usual	Preferred Option PC 12						
	<p>and new businesses to locate in the area and provide well paid and highly skilled jobs. However, land supply alone is no guarantee of businesses locating in the area that provide well paid and skilled employment.</p>							
Cumulative / In- combination Effects (If relevant) (Short, medium long term)								
<p style="text-align: center;">+ + +</p>			<p style="text-align: center;">++</p>		<p style="text-align: center;">++</p>		<p style="text-align: center;">++</p>	
	<p>In combination with the policy approaches of other SE Dorset authorities there is a positive impact in terms of land provision for B class uses. However, as stated under direct impacts there is insufficient provision in current policy approaches to meet the needs of Non B uses that require a presence in a business park location.</p>	<p>In combination with other Core Strategy policies which determine the level of employment land to come forward over the plan period sufficient land should be identified to meet business need to 2026 which will meet diverse business needs.</p> <p>In Christchurch in combination with the employment land hierarchy option this option has the opportunity to raise skill levels and provide well paid jobs.</p> <p>The cumulative impact of this option in combination with policy approaches determined by other SE Dorset authorities has some uncertainty as it is not clear across the whole area how the land requirements of non B uses will be met.</p>						

Sustainability Objectives	Business as Usual	Preferred Option PC 12
Conclusions	The primary difference between the existing policy approach and the Core Strategy option concerns planning for non B uses that provide well paid and highly skilled employment opportunities. Additionally allowance is made for ancillary non B uses on strategic sites in the Core Strategy to enhance site attractiveness. Therefore the Core Strategy option has a greater positive impact upon the opportunity for creating more diverse employment opportunities and highly skilled, well paid jobs.	

Table M.5

Issue: Which measures should be adopted to support the rural economy?

Sustainability Objectives	Option PC 13			Option PC 14			Business as usual.		
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)									
1) Protect, enhance and expand habitats and protected species (taking account of climate change), avoiding damage to designated wildlife and geological sites and protected species on which they depend.	Direct Effects (Short, medium, long term)								
	=	=	=	=	=	=	X	X	X
	As no sites are specifically identified in this option, the effects on the natural environment can be considered uncertain. However, option wording states that diversification would only be supported where environmental impacts are consistent in scale with surrounding sensitive habitats and landscapes, thus leaning towards an equal / no impact to minor beneficial impact.	As no sites are specifically identified in this option, the effects on the natural environment can be considered uncertain. However, option wording states that diversification would only be supported where environmental impacts are consistent in scale with surrounding sensitive habitats and landscapes, thus leaning towards an equal / no impact to minor beneficial impact.	Policies set out in national guidance are not significantly different to the other options in relation to impact on the natural environment. Therefore, as no sites are specifically identified in this option, the effects on the natural environment can be considered uncertain. However, PPS4 states that diversification would only be supported where environmental impacts are consistent in scale with surrounding sensitive habitats and landscapes. There is also uncertainty in relying wholly on wording from national policy, which risks being cancelled after the Core Strategy is adopted.						

Sustainability Objectives	Option PC 13	Option PC 14	Business as usual.						
			The latter issue would lean the assessment towards an uncertain impact.						
	Cumulative / In- combination Effects (If relevant)								
	-	-	-	-	-	-	-	-	-
	<p>This option has the potential of dispersing development and employment uses, some of which may otherwise have been focused on existing allocated employment sites. To mitigate against this, policy wording states development should be sustainably located close to existing settlements and ensure sites are accessible by modes other than car. However, if sites are dispersed around the district, cumulatively this still may lead to increased trip generation and so increasing pollution and the potential subsequent harm on designated sites this may lead to.</p>	<p>This option has the potential of dispersing development and employment uses, some of which may otherwise have been focused on existing allocated employment sites. To mitigate against this, policy wording states development should be sustainably located close to existing settlements and ensure sites are accessible by modes other than car. However, if sites are dispersed around the district, cumulatively this still may lead to increased trip generation and so increasing pollution and the potential subsequent harm on designated sites this may lead to.</p>	<p>This option has the potential of dispersing development and employment uses, some of which may otherwise have been focused on existing allocated employment sites. To mitigate against this, policy wording states development should be sustainably located close to existing settlements and ensure sites are accessible by modes other than car. However, if sites are dispersed around the district, cumulatively this still may lead to increased trip generation and so increasing pollution and the potential subsequent harm on designated sites this may lead to.</p>						
2) Make sustainable use of resources.	Direct Effects (Short, medium, long term)								
	+	+	+	+	+	+	X	X	X
	<p>Whilst there is the significant beneficial impact of the reuse of existing buildings and the efficient use of land, it is countered by the potential for uncertain or minor adverse impacts through the potential loss of soil, which could</p>	<p>Whilst there is the significant beneficial impact of the reuse of existing buildings and the efficient use of land, it is countered by the potential for uncertain or minor adverse impacts through the potential loss of soil, which could</p>	<p>Whilst there is the significant beneficial impact of the reuse of existing buildings and the efficient use of land, it is countered by the potential for uncertain or minor adverse impacts through the potential loss of soil, which could</p>						

Sustainability Objectives	Option PC 13	Option PC 14	Business as usual.									
	include versatile agricultural land. In balancing these issues, it is considered the option still retains a minor beneficial impact.	include versatile agricultural land. In balancing these issues, it is considered the option still retains a minor beneficial impact, and is also noted that including wording on the re-use of buildings and not relying on PPS wording may also be beneficial.	include versatile agricultural land. Additionally, there is a risk relying on national PPS guidance for detailed wording, if it is subsequently withdrawn after the adoption of the Core Strategy. In balancing these issues, it is considered the option would have an uncertain impact.									
Secondary Effects (If relevant) (Short, medium, long term)												
<table border="1"> <tr> <td style="background-color: #00FF00;">+</td> <td style="background-color: #00FF00;">+</td> <td style="background-color: #00FF00;">+</td> <td style="background-color: #00FF00;">+</td> <td style="background-color: #00FF00;">+</td> <td style="background-color: #00FF00;">+</td> <td style="background-color: #00FF00;">+</td> <td style="background-color: #00FF00;">+</td> <td style="background-color: #00FF00;">+</td> </tr> </table>				+	+	+	+	+	+	+	+	+
+	+	+	+	+	+	+	+	+				
	Farm diversification could draw other employment uses to locate to a similar area, such as a site developed for tourism purposes could lead to a farm shop opening nearby to benefit from passing trade.	Farm diversification could draw other employment uses to locate to a similar area, such as a site developed for tourism purposes could lead to a farm shop opening nearby to benefit from passing trade.	Farm diversification could draw other employment uses to locate to a similar area, such as a site developed for tourism purposes could lead to a farm shop opening nearby to benefit from passing trade.									
Cumulative / In- combination Effects (If relevant)												
<table border="1"> <tr> <td style="background-color: #00FF00;">++</td> <td style="background-color: #00FF00;">++</td> <td style="background-color: #00FF00;">++</td> <td style="background-color: #00FF00;">++</td> <td style="background-color: #00FF00;">++</td> <td style="background-color: #00FF00;">++</td> <td style="background-color: #00FF00;">++</td> <td style="background-color: #00FF00;">++</td> <td style="background-color: #00FF00;">++</td> </tr> </table>				++	++	++	++	++	++	++	++	++
++	++	++	++	++	++	++	++	++				
	Cumulative benefits of re-use of buildings that otherwise may have resulted in greenfield development elsewhere in the district.	Cumulative benefits of re-use of buildings that otherwise may have resulted in greenfield development elsewhere in the district.	Cumulative benefits of re-use of buildings that otherwise may have resulted in greenfield development elsewhere in the district.									
3) Minimise pollution (including air, water, soil, noise, vibration and light).	Direct Effects (Short, medium, long term)											
	<table border="1"> <tr> <td style="background-color: #00FF00;">+</td> <td style="background-color: #00FF00;">+</td> <td style="background-color: #00FF00;">+</td> <td style="background-color: #00FF00;">+</td> <td style="background-color: #00FF00;">+</td> <td style="background-color: #00FF00;">+</td> <td style="background-color: #FFA500;">X</td> <td style="background-color: #FFA500;">X</td> <td style="background-color: #FFA500;">X</td> </tr> </table>			+	+	+	+	+	+	X	X	X
	+	+	+	+	+	+	X	X	X			
Beneficial impacts relating to limiting waste material, use of recycled material through the re-use of existing	Beneficial impacts relating to limiting waste material, use of recycled material through the re-use of existing	Same benefits and uncertainties as described for the other options. However, further uncertainty exists in										

Sustainability Objectives	Option PC 13	Option PC 14	Business as usual.
	<p>buildings and reducing the need to travel. However, there are uncertainties relating to site decontamination as the location of sites and the uses on site is not fixed. However, the policy wording would look to mitigate this by ensuring development does not harm the amenity of countryside through increase noise and traffic generation.</p>	<p>buildings and reducing the need to travel. However, there are uncertainties relating to site decontamination as the location of sites and the uses on site is not fixed. However, the policy wording would look to mitigate this by ensuring development does not harm the amenity of countryside through increase noise and traffic generation.</p>	<p>relying on national PPS guidance for detailed wording, if it is subsequently withdrawn after the adoption of the Core Strategy.</p>
Cumulative / In- combination Effects (If relevant)			
-	-	-	-
	<p>This option has the potential of dispersing development and employment uses, some of which may otherwise have been focused on existing allocated employment sites. To mitigate against this, policy wording states development should be sustainably located close to existing settlements and ensure sites are accessible by mode other than car. However, if sites are dispersed around the district, cumulatively this still may lead to increased trip generation and so increasing pollution potential.</p>	<p>This option has the potential of dispersing development and employment uses, some of which may otherwise have been focused on existing allocated employment sites. To mitigate against this, policy wording states development should be sustainably located close to existing settlements and ensure sites are accessible by mode other than car. However, if sites are dispersed around the district, cumulatively this still may lead to increased trip generation and so increasing pollution potential.</p>	<p>This option has the potential of dispersing development and employment uses, some of which may otherwise have been focused on existing allocated employment sites. To mitigate against this, policy wording states development should be sustainably located close to existing settlements and ensure sites are accessible by mode other than car. However, if sites are dispersed around the district, cumulatively this still may lead to increased trip generation and so increasing pollution potential.</p>

Sustainability Objectives	Option PC 13			Option PC 14			Business as usual.		
4) Minimise factors contributing to climate change.	Direct Effects (Short, medium, long term)								
	X	X	X	X	X	X	X	X	X
	Option has potential to support renewable energy as it is one of the acceptable farm diversification uses, subject to it being consistent in scale and environmental impact with its rural location. Uncertainty surrounds the potential for reducing the need to travel, and the re-use of building which may be less energy efficient than new build, which on balance makes the impacts on this option uncertain.			Option has potential to support renewable energy as it is one of the acceptable farm diversification uses, subject to it being consistent in scale and environmental impact with its rural location. Uncertainty surrounds the potential for reducing the need to travel, and the re-use of building which may be less energy efficient than new build, which on balance makes the impacts on this option uncertain.			Uncertainty surrounds the potential for reducing the need to travel, and the re-use of building which may be less energy efficient than new build.		
	Cumulative / In- combination Effects (if relevant)								
	X	X	X	X	X	X	X	X	X
This option has the potential of dispersing development and employment uses, some of which may otherwise have been focused on existing allocated employment sites. To mitigate against this, policy wording states development should be sustainably located close to existing settlements and ensure sites are accessible by modes other than car. However, if sites are dispersed around the district, cumulatively this still may potentially lead to increased trip generation.			This option has the potential of dispersing development and employment uses, some of which may otherwise have been focused on existing allocated employment sites. To mitigate against this, policy wording states development should be sustainably located close to existing settlements and ensure sites are accessible by modes other than car. However, if sites are dispersed around the district, cumulatively this still may potentially lead to increased trip generation.			This option has the potential of dispersing development and employment uses, some of which may otherwise have been focused on existing allocated employment sites. To mitigate against this, policy wording states development should be sustainably located close to existing settlements and ensure sites are accessible by modes other than car. However, if sites are dispersed around the district, cumulatively this still may potentially lead to increased trip generation.			

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option PC 13	Option PC 14	Business as usual.						
5) Provide access to meet people's needs.	Direct Effects (Short, medium, long term)								
	+	+	+	+	+	+	+	+	+
	Option wording looks to direct diversification and re-use of farm buildings close to existing settlements.			Option wording looks to direct diversification and re-use of farm buildings close to existing settlements.			Option wording looks to direct diversification and re-use of farm buildings close to existing settlements.		
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Direct Effects (Short, medium, long term)								
	+	+	+	+	+	+	+	+	+
	This option could lead to potential benefits through providing access to built facilities via the reuse of buildings for learning, training or skills purposes.			This option could lead to potential benefits through providing access to built facilities via the reuse of buildings for learning, training or skills purposes.			This option could lead to potential benefits through providing access to built facilities via the reuse of buildings for learning, training or skills purposes.		
10) Protect and enhance historic buildings, archaeological sites and other culturally important features.	Direct Effects (Short, medium, long term)								
	=	=	=	=	=	=	X	X	X
	There is the potential for adverse impacts on historic landscapes through the change of character of farms through diversification or re-use of buildings. Policy wording looks to mitigate this by ensuring proposals are consistent in scale and environmental impact with their rural location and avoid adverse impacts on sensitive landscapes. This wording would mean there is equal or no impact on this objective.			There is the potential for adverse impacts on historic landscapes through the change of character of farms through diversification or re-use of buildings. Policy wording looks to mitigate this by ensuring proposals are consistent in scale and environmental impact with their rural location and avoid adverse impacts on sensitive landscapes. This wording would mean there is equal or no impact on this objective.			Uncertainty exists relating to the reliance on national PPS guidance for detailed wording, if it is subsequently withdrawn after the adoption of the Core Strategy.		

Sustainability Objectives	Option PC 13			Option PC 14			Business as usual.		
	Secondary Effects (If relevant) (Short, medium, long term)								
	-	-	-	-	-	-	-	-	-
	The approval of one farm diversification scheme, could lead to others nearby following suit – this has the potential to affect the character of the area.	The approval of one farm diversification scheme, could lead to others nearby following suit – this has the potential to affect the character of the area	The approval of one farm diversification scheme, could lead to others nearby following suit – this has the potential to affect the character of the area						
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.	Direct Effects (Short, medium, long term)								
	X	X	X	X	X	X	X	X	X
	There is the greatest potential for significant adverse impacts against this objective, through impacts on the character of the AONB and merging of settlements. However, policy wording in this option looks to mitigate this by ensuring development takes this in to account and avoids these adverse impacts. There is the potential for positive impacts through the sensitive restoration of buildings to enable their re-use, to contribute to local building traditions. With the other assessments of this policy, due to the precise location and type of development remaining unknown, impacts on this objective remain uncertain.	There is the greatest potential for significant adverse impacts against this objective, through impacts on the character of the AONB and merging of settlements. However, policy wording in this option looks to mitigate this by ensuring development takes this in to account and avoids these adverse impacts. There is the potential for positive impacts through the sensitive restoration of buildings to enable their re-use, to contribute to local building traditions. With the other assessments of this policy, due to the precise location and type of development remaining unknown, impacts on this objective remain uncertain.	Uncertainty exists relating to the reliance on national PPS guidance for detailed wording, if it is subsequently withdrawn after the adoption of the Core Strategy.						

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option PC 13			Option PC 14			Business as usual.		
	Secondary Effects (If relevant) (Short, medium, long term)								
	X	X	X	X	X	X	X	X	X
	The approval of one farm diversification scheme, could lead to others nearby following suit – this has the potential to affect the character of the rural area, particularly relevant to AONB.			The approval of one farm diversification scheme, could lead to others nearby following suit – this has the potential to affect the character of the rural area, particularly relevant to AONB.			The approval of one farm diversification scheme, could lead to others nearby following suit – this has the potential to affect the character of the rural area, particularly relevant to AONB.		
12) Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term)								
	++	++	++	++	++	++	+	+	+
	This option will promote diverse employment opportunities, and will directly support the supply of employment land.			This option will promote diverse employment opportunities, and will directly support the supply of employment land.			Some uncertainty exists relating to the reliance on national PPS guidance for detailed wording, if it is subsequently withdrawn after the adoption of the Core Strategy.		
	Secondary Effects (If relevant) (Short, medium, long term)								
	X	X	X	X	X	X	X	X	X
	Uncertain and possibly adverse impacts on the smaller existing town or district centres where diversification on the edge of settlements has a retail use. However, there are possible economic benefits of other employment uses being attracted to the area in response to an initial diversification development.			Uncertain and possibly adverse impacts on the smaller existing town or district centres where diversification on the edge of settlements has a retail use. However, there are possible economic benefits of other employment uses being attracted to the area in response to an initial diversification development.			Uncertain and possibly adverse impacts on the smaller existing town or district centres where diversification on the edge of settlements has a retail use. However, there are possible economic benefits of other employment uses being attracted to the area in response to an initial diversification development.		

Sustainability Objectives	Option PC 13	Option PC 14	Business as usual.
Conclusions	<p>Many of the impacts identified in the appraisal are considered uncertain, that includes reducing the need to travel which relates to the fact that precise locations for development and type of use are not identified by these options. However, much of the wording of the options would look to either mitigate against or avoid adverse impacts by identifying the preferred general locations for development and type of use. The positive benefits relate to efficient use of resources through the re-use of building and facilitating diverse employment opportunities. The more adverse impacts relate to the cumulative impact of a dispersed development pattern on the number of trips generated.</p> <p>There is little difference between the impacts for options PC13 and PC 14, but the third one has greater uncertainty attached to it as it predominantly relies on wording in national guidance, which risks being withdrawn after the adoption of the Core Strategy.</p>		

Table M.6

Issue: How can we maintain the vitality and viability of local urban shopping areas?

Sustainability Objectives	Option PC15	Business as usual.			
<p>Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)</p>					
3) Minimise pollution 4) Minimise factors contributing to climate change	Direct Effects (Short, medium, long term)				
	++	++	++	X	-
	<p>The retention of retail uses in local neighbourhood centres will enable people to have access to basic services locally which will limit the number of journeys made by car, and encourage sustainable communities.</p>			<p>Without the plan in place, the local shops may be lost, which will restrict accessibility for residents, leading to the need to travel by car or other means to access services.</p>	

Sustainability Objectives	Option PC15	Business as usual.				
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	++	++	++	X	-	-
	The option would lead people to satisfy their local shopping needs by foot or bicycle and therefore reduce the number of car journeys.			Without the plan in place, residents will have to travel further to access local services, leading to unsustainable communities.		
5) Provide access to meet people's need	Direct Effects (Short, medium, long term)					
	+	++	++	X	-	-
	This option would encourage the protection of local shops providing access to local facilities, such as convenience stores or post offices near to residential areas			Without the plan in place, residents will have to travel further to access local services, leading to unsustainable communities.		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	+	+	+	X	-	-
Combined with other transport policies, these options will have a positive impact on the objective by encouraging more efficient use of car travel and by providing basic community facilities locally. A sub-regional approach is required to effectively address requirements for improvements to transport infrastructure and public transport, to enhance positive impacts for accessibility which is formalised through the Core Strategy and the Local Transport Plan.			The cumulative impact will be further distances to travel, and reduced accessibility for residents to services and local shops.			

Sustainability Objectives	Option PC15			Business as usual.		
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Direct Effects (Short, medium, long term)					
	+	++	++	X	-	-
	Neighbourhood centres will support social cohesion within the local community by providing a local meeting point and services in the neighbourhood for the residents.			Without the plan in place, the potential for each town centre, settlement and shopping parade, may not be realised. Vital community facilities may not be upgraded or provided to support the local community. Ultimately this could lead to social exclusion and an increase in crime.		
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term)					
	+	++	++	X	X	-
	The option directly supports the objective by securing the provision of local convenience and comparison shopping. Thriving and successful shopping areas will attract new businesses and investment, employment opportunities and vitality.			Without the plan in place, the development potential of the towns, district, local centres and parades of shops will not be fully realised. This could have an adverse impact on economic growth and the vitality and viability of the centres.		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
X	X	X	X	X	-	
However, the uptake of public transport may help mitigate the increase of the number of visitors/generated car journeys. In the medium to long term, the success of this option will depend on the implementation of other transport policies, aimed at changing attitudes to using public transport. A sub regional approach is required to effectively address requirements for			Without the plan in place, there is no coherent framework to ensure the implementation of a package of measures, to provide improved transport infrastructure and public transport improvements.			

Sustainability Objectives	Option PC15	Business as usual.
	<p>improvements to transport infrastructure. The cumulative impact of development across the sub region will require effective mitigation, by reducing the need to travel for example.</p> <p>The increased levels of emissions could be mitigated further, by the installation of renewable energy technologies and sustainable construction techniques. The direct impact of the option on the objectives, is therefore dependent on the successful implementation of other Core Strategy policies, and therefore remains uncertain.</p>	
Conclusion	<p>Options PC15 performs well in terms of the sustainability objectives tested. The recognition of the hierarchy of the centres, the towns of Ferndown, Verwood and Wimborne Minster, the District Centre at West Moors, and the Local centres at Corfe Mullen and West Parley, will support the principles of PPS4, and direct investment and growth to these settlements. Additional car journeys generated as a result of the increased number of shoppers or visitors to the centres might be mitigated by improving accessibility by public transport. The effectiveness of this option will be measured by footfall counts, rents, levels of unit vacancies and growth in tourism numbers.</p>	

Table M.7

Issue: How can we retain important local community facilities in settlements, such as village shops and pubs, which may be economically unviable?

Sustainability Objectives	Preferred Option PC16	Business as Usual			
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)					
3) Minimise pollution	Direct Effects (Short, medium, long term) Traffic Light Assessment				
	+	++	++	--	--
4) Minimise factors contributing to climate change:	<p>The support and retention of local shops, pubs and villages clubs and services will enable people to have access to basic services locally, which will limit the number of journeys made by car, and encourage sustainable communities.</p> <p>In the longer term, the option would enable people to satisfy their small local shopping needs by foot or bicycle and therefore reduce the number of car journeys.</p>			<p>Without the plan in place, the local shops may be lost, which will reduce accessibility for many residents, particularly the elderly who do not have access to a car. This may lead to isolation and the need to travel by car or other means to access basic services</p>	
5) Provide access to meet people's need	Direct Effects (Short, medium, long term) Traffic Light Assessment				
	++	++	++	-	--
	<p>The option will directly support this objective as it will allow people to easily access local facilities, such as post offices, shops and community facilities.</p>			<p>Without the plan in place, residents will have to travel further to access local services, leading to unsustainable communities.</p>	

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Preferred Option PC16	Business as Usual				
9) Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	+	+	++	--	--	--
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term) Traffic Light Assessment					
	++	++	++	--	--	--
Supporting local facilities will encourage vibrant settlements, will reinforce activity and support community cohesion, reducing the fear of crime and enhancing the vitality of the settlement.	Without the plan in place, vital community facilities may not be upgraded or will be lost if they become uneconomic, the owners retire or a change in ownership occurs. Loss of local facilities to support the community could lead to social exclusion and an increase in crime.					
The option will directly support this objective by supporting stronger local communities and helping to create vital and viable settlements. This will be a positive benefit to the community, offering small scale rural employment opportunities.	This option could lead to a less viable settlement and loss of local rural employment opportunities.					

Sustainability Objectives	Preferred Option PC16	Business as Usual
Conclusions	The preferred option scores very highly against these sustainability objectives. The Business as Usual option will ultimately lead to the loss of services and facilities, as owners decide to change the use to a more profitable residential use in areas of high land values such as East Dorset and Christchurch.	

Table M.8

Issue: How can the Core Strategy ensure that Christchurch and East Dorset remain vibrant and attractive destinations for visitors ensuring that tourism in both areas promotes and meets sustainable tourism objectives?

Sustainability Objectives	Business as Usual			Option PC17		
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)						
1) Protect, enhance and expand habitats and protected species	Direct Effects (If relevant) (Short, medium long term)					
	-	-	--	x	x	x
	Pressure on the heaths as an attractive destination for recreation, will continue to remain high from tourists and residents without alternative destinations. By promoting cultural assets this may attract more people to the area and therefore this option may have negative impacts in relation to biodiversity levels, vulnerable species and limiting pressures on designated sites arising from recreational pressures.			By supporting sustainable tourism this option will limit pressures on designated sites arising from recreational uses; this in turn may assist in avoiding harm to rare and vulnerable species and to maintain biodiversity levels. By promoting cultural assets this may attract more people to the area and therefore this option may have negative impacts in relation to biodiversity levels, vulnerable species and limiting pressures on designated sites arising from recreational pressures.		

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Business as Usual			Option PC17		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	+	+	++			
	Cumulative impacts include the positive impact of the interim heathlands policy and the emerging heathland Development Plan Document to avoid / minimise adverse impacts on the heath.					
3) Minimise Pollution	Direct Effects If relevant) (Short, medium long term)					
	-	-	--	+	++	++
	Without a Core Strategy in place, alternative modes of transport may not be encouraged to the same extent. Therefore, people are likely to continue to use cars as a preference to public transport. This may have a negative impact in relation to reducing pollution because of increased emissions.	By supporting sustainability principles this option will encourage the use of alternative modes of transport to cars, lorries and aircraft which may help to reduce pollution. This option may also encourage energy efficient building construction and layout of tourist facilities which could also help to reduce pollution.				
4) Minimise factors contributing to climate change	Direct Effects (If relevant) (Short, medium long term)					
	-	-	--	+	++	++
	Without a Core Strategy in place, alternative modes of transport may not be encouraged to the same extent. Therefore, people are likely to continue to use cars as a preference to public transport. This may have a negative impact in relation to climate change because of increased emissions.	By supporting sustainability principles this option will encourage the use of alternative modes of transport to cars, lorries and aircraft and will also encourage energy efficient building construction and layout of tourist facilities.				

Sustainability Objectives	Business as Usual			Option PC17		
5) Provide access to meet people's needs	Direct Effects(If relevant) (Short, medium long term)					
	x	x	x	+	+	+
	The policies relating to tourism in the Christchurch and East Dorset Local Plan do not make reference to encouraging sustainable transport, therefore the impact of the business as usual option would be uncertain.			By encouraging sustainable transport to tourist and cultural sites this will help to provide access to meet people's needs.		
10) Protect and enhance historic buildings, archaeological sites and other culturally important features.	Direct Effects (If relevant) (Short, medium long term)					
	-	-	--	+	+	x
	The historic and cultural attractions suffer from high levels of visitors. Without sustainable management measures, in the longer term the historic fabric may deteriorate.			Promoting sustainable forms of tourism may include educating people on the importance and protection of the built environment and other culturally important features. This option will help to promote cultural assets which could have both positive and adverse impacts on the cultural assets.		
				If too many tourists visit, this could have a detrimental impact, however this also increases the number of people educated in how to protect and enhance historic buildings, archaeological sites and other culturally important features.		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
-	-	--	+	+	+	
Cumulative impact of the increased population and associated visitor pressure will result through the provision of more housing.			By encouraging sustainable modes of transport for visitors to visit the historic and cultural sites, the impact will be reduced in spite of the growth in the population anticipated.			

Sustainability Objectives	Business as Usual			Option PC17		
				Over time, these historic and unique sites will remain vulnerable by the pressures placed on them by visitors attracted to them, so the longer term impacts are uncertain.		
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Direct Effects (If relevant) (Short, medium long term)					
	=	-	--	+	+	+
	<p>In the mid to longer term, pressure on the local character may begin to show, with gradual deterioration of roads, spaces and buildings by pressures from visitors and through traffic on them.</p> <p>This may in turn detract from the appeal of the area to tourists, and result in fewer visitors to the area in the longer term, which may have an adverse economic impact.</p>			<p>This option will help to protect the AONB and Areas of Great Landscape Value by helping to sustain the local environment. By promoting sustainable tourism this in turn will help to maintain and enhance the local character and distinctiveness,</p> <p>By creating jobs and encouraging inward investment this will help Christchurch and East Dorset to be places that are distinctive and attractive.</p>		
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (If relevant) (Short, medium long term)					
	=	=	=	++	++	++
	The local tourist economy will continue even without having support for future growth and opportunity as Dorset is a very popular tourist destination.			By supporting sustainable tourism objectives and promoting cultural and natural assets, the local economies will be supported through job creation and inward investment. This will facilitate a sustainable and growing economy that will create economic and employment opportunities.		

Sustainability Objectives	Business as Usual	Option PC17
Conclusions	Overall Option PC 17 has more positive impacts in relation to the sustainability objectives than the business as usual option. To ensure that Christchurch and East Dorset remain vibrant and attractive destinations, it is appropriate to support this in the Core Strategy. This will help to ensure that tourism in both areas promotes and meets sustainable tourism objectives, and supports the local tourist economies.	

Table M.9

Appendix N Transport and Accessibility

Issue: How can the Councils ensure the transport improvements the area needs are provided in step with development and that development contributes to mitigate its impact?

Sustainability Objectives	Option TA1	Option TA2	Business as usual						
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)									
1) Protect, enhance and expand habitats	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	++	++	++	+	+	+	--	--	--
	Contributions will lead to improvements in transport infrastructure which will lead to less congestion and air pollution. Limiting pollution levels will benefit wildlife.			As Option TA1, but the benefits will be less as contributions will not be used to make major strategic improvements.			If contributions are not collected improvements to transport infrastructure will not be implemented and congestion and pollution will increase.		
3) Minimise pollution 4) Minimise factors contributing to climate change	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	++	++	++	+	+	+	--	--	--
	Contributions will lead to improvements in transport infrastructure which will lead to less congestion and air pollution. Obligations will also be used to make improvements to the cycling and walking network, to public transport and to a larger number of travel plans which are aimed at reducing the use of cars, thus in the long term pollution will be minimised.			The use of agreements which deal with the immediate transport requirements of the development will not provide for wider transport improvements and therefore will do very little to reduce congestion and therefore have no effect on pollution. There will be a smaller effect on improving the wider walking and cycling network or public transport than for option TA1. There will be also be a smaller effect on reducing pollution from these small scale transport improvements.			If contributions are not collected improvements to transport infrastructure will not be implemented and congestion and pollution will increase.		

Sustainability Objectives	Option TA1	Option TA2	Business as usual						
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment								
	++	++	++	+	+	+	--	--	--
	Whilst any improvements to transport infrastructure which are funded by contributions will reduce congestion, allow people to walk, cycle and provide more public transport, they will not reduce the need to travel			The small scale and site related transport improvements which will be required as part of the development of sites will have limited effect on reducing the need to travel of the population of the wider area and therefore are not likely to significantly reduce congestion and air pollution.			If contributions are not collected improvements to transport infrastructure will not be implemented and congestion and pollution will increase.		
7) Create conditions to improve health, promoting healthy lifestyles	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	++	++	++	+	+	+	--	--	--
	Planning contributions will allow the faster implementation of the transport strategy. The strategy includes improvements to walking, cycling and to public transport thus ensuring that there is less reliance on the car which will improve health and also increase access to leisure centres, open space, health facilities and food shops.			The small scale and site related transport improvements which will be required by agreements for the development of a site will not generally improve access to leisure centres, open space, health facilities and food shops. There will be few improvements to walking, cycling and public transport beyond the immediate area of the site.			If contributions are not collected improvements to transport infrastructure will not be implemented and congestion and pollution will increase.		
Conclusions	It is clear that a method of collecting from all development for a wide range of transport schemes will have a positive impact on the objectives of the appraisal and the Core Strategy. The pooling of funds will allow for the introduction of transport schemes which will benefit the wider area but the use of negotiations to gain on site improvements only will have little effect.								

Table N.1

Core Strategy Options Interim Sustainability Statement

Issue: How can we ensure adequate levels of public and private car parking are provided?

Sustainability Objectives	Option TA3	Option TA4	
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)			
1) Protect, enhance and expand habitats.	Direct Effects (Short, medium, long term)		
	+	+	-
	A reduction of pollution that should result from this option will benefit wildlife		This option would see the continued increase in car use and associated pollution.
3) Minimise pollution 4) Minimise factors contributing to climate change	Direct Effects (Short, medium, long term)		
	+	+	-
	Town centre car parks need to be reviewed and managed so that they meet needs. These needs will alter over time and reduce as other modes of transport are used. Reviewing provision as this occurs should lead to reductions in the supply of car parking and thus car use. The option will encourage the use of alternative modes of transport to cars. Pollution will therefore be reduced.		Leaving town centre car parking at the current level will not encourage the use of other modes of transport to access the town centre. Pollution levels will not be reduced.
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment		
	+	+	-
In the long term an option to reduce town centre car parking levels will result in the release of land for development. The redevelopment of car parks in town centres will create accessible sites which will reduce the need to travel and therefore reduce pollution.		Leaving town centre car parking at the current level will not encourage the use of other modes of transport to access the town centre. Pollution levels will not be reduced in the wider area.	

Sustainability Objectives	Option TA3	Option TA4
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)	
	+	+
	++	-
	-	-
	There would be a cumulative effect of this option in conjunction with other options that seek to increase the use of town centres, as it would lead to a reduction in car parking provision in town centres and therefore to a reduction in pollution.	The cumulative effect would be option in conjunction with other options that seek to increase the use of town centres, that the same number of cars will carry on using the town centre car parks.
5) Provide access to meet people's need	Direct Effects (Short, medium, long term)	
	+	+
	++	-
	-	-
	The option will encourage more efficient use of cars, and by being implemented in conjunction with improvements to other modes of transport, will improve access to facilities for all.	Whilst the option would have an effect on encouraging the more efficient use of cars to gain access to facilities and employment sites outside of the town centre it will have no effect on the use of cars to access town centres and will not encourage the use of other modes of transport. There will be no improvement in access for all to a wide range of facilities.
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment	
	+	+
	++	-
	-	-
	In the long term a policy to reduce town centre car parking levels will result in the release of land for development. The redevelopment of car parks in town centres will create accessible sites for those living there which will reduce the need to travel.	Leaving town centre car parking at the current level will not encourage the use of other modes of transport to access the town centre. Accessibility levels will not be improved in the town centre.

Core Strategy Options Interim Sustainability Statement

Sustainability Objectives	Option TA3			Option TA4		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	+	+	++	-	-	-
	The use of modes other than the car and subsequent reduction in the need for town centre car parking will improve in time and thus will lead to improved access for all.			The policy will have no effect on the use of cars in town centres and will not encourage the use of other modes of transport. There will be no improvement in access for all to facilities.		
7) Create conditions to improve health, promoting healthy lifestyles	Direct Effects (Short, medium, long term)					
	+	+	++	-	-	-
	The option will help to reduce the use of cars and encourage cycling and walking to town centres, schools and work places, thus leading to routine exercise. It will improve access for all to health and leisure facilities by encouraging the use of modes other than the car.			The option will have no effect on the use of cars in town centres and will not encourage the use of other modes of transport. There will be no improvement in access for all to health and leisure facilities within town centres and no encouragement to take up cycling and walking to town centres thus not leading to routine exercise.		
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)					
	+	+	+	-	-	-
Over time, the shift to the use of modes other than the car will increase and thus the benefits to health will be greater.			The option will do little to encourage the shift to other modes over time and therefore will have little benefit on health.			
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (Short, medium, long term)					
	+	+	+	-	-	-
	Standards can be set so that a sustainable and growing economy is supported. Shared car parking in town centres and suitable car parking standards for employment uses will lead to more effective use of land.			Opportunities to develop areas of poorly used car parking would not be facilitated and would therefore reduce economic opportunities.		

Sustainability Objectives	Option TA3	Option TA4
	Secondary Effects (If relevant) (Short, medium, long term)	
	=	+
	A reduction would occur in the amount of land required for car parking in the town centres thus making more land available for economic uses.	+
	+	+
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)	
	+	+
	Expansion of facilities and services in town centres would lead to higher levels of economic activity and therefore improve the vitality of town centres. This would be supported by options being considered for the town and district centres.	+
	-	-
	-	-
	-	-
	There would be no reduction in the amount and size of car parks, therefore no land would become available for economic uses within the town centres.	-
	-	-
	-	-
	-	-
	In some centres a reduction in development potential as a result of retaining all current car parks may contribute to economic decline.	-
Conclusions	<p>Setting car parking standards could result in a movement to other modes of transport, particularly in the urban areas. This will result in a reduction in pollution levels and will minimise factors contributing to climate change. Setting car parking standards is included in both policies and therefore they are both reasonable options. Option TA4 however, does not promote a reduction in car parking levels within town centres and therefore does not support public transport use, cycling or walking. Thus pollution levels and factors contributing to climate change will not be reduced.</p> <p>Promoting a change towards improving access by public transport, cycling and walking will improve access for all to a range of facilities. Setting appropriate car parking standards within town centres as well as for non residential uses will work with this so Option TA3 will support the other Options of the Core Strategy but Option TA4 will have less effect. Likewise, Option TA3 will help the move towards higher levels of physical activity and access to health and leisure facilities but Option TA4 will be less effective.</p> <p>Care will need to be taken in setting car parking standards to reconcile a reduction in car use which will reduce emissions and therefore pollution and contribute less to climate change, whilst supporting a sustainable and growing economy. Reducing town centre car parking will support the use of modes other than the car and will make town centres more attractive places to visit as well as easier to access due to less congestion. The land available as a</p>	

Sustainability Objectives	Option TA3	Option TA4
	result of a reduction in town centre car parks can be made available for town centre uses which would support the economy of the town centre. Option TA3 therefore overall has a more positive impact on the objectives and is more sustainable than Option TA4.	

Table N.2